# COUNCIL OF THE CITY OF WINNIPEG
# Wednesday, September 27, 2017

**The Council met at 9:36 a.m.**

The Clerk advised the Speaker that a quorum was present.

The Speaker called the meeting to order.

The opening prayer was read by Councillor Mayes.

## ROLL CALL

**Clerk:** Madam Speaker Councillor Sharma, His Worship Mayor Bowman, Councillors Allard, Browaty, Dobson, Eadie, Gerbasi, Gillingham, Gilroy, Lukes, Mayes, Morantz, Orlikow, Pagtakhan, Schreyer and Wyatt.

## INTRODUCTION AND WELCOME OF GUESTS AND ANNOUNCEMENTS

**Madam Speaker:** Our page for today, I would like to welcome Kes Gameiro from Kelvin High School who resides in the River Heights-Fort Garry Ward. Thank you for joining us and for serving Council today. Mr. Mayor, I understand you have a few announcements.

**Mayor Bowman:** Thank you Madam Speaker and good morning, everyone. Good morning to my Council colleagues, all those that are here in attendance as well as those that are watching online and via television. Madam Speaker, what a terrific summer that we had here in the City of Winnipeg. I want to congratulate athletes from across Canada who came to our city to participate in the Canada Summer Games, especially all those athletes from Winnipeg and, of course, Manitoba. And I want to thank all of the organizers as well as the every single one of the 6,000 plus volunteers for donating their time and their energy. I hope everyone here was able to find time to experience the games in one way or another. It really was a great opportunity to host 20,000 visitors, approximately 4,000 coaches and athletes from across Canada, and show them how Winnipeg is a growing, thriving and diverse city. I want to say thank you to Mr. Jeff Hnatiuk as well as Hubert Mesman and Mariette Mulaire for their leadership and I want to thank Councillor Mayes for all of your work and commitment as the City's representative on the Canada Summer Games Board. We certainly demonstrated how Winnipeg was the city with the hottest summer in half a century. Thank you to everyone for making the event such a wonderful success. While the hot, dry summer was enjoyed by many of us this year, Madam Speaker, it contributed to very dangerous forest fire conditions for many of our provinces' northern residents. Madam Speaker, I want to thank the Canadian Red Cross and many individuals across the public service who worked around the clock, over weekends, on long weekends, to assist with the emergency evacuation and emergency housing of thousands of Manitoba's northern residents. This was a very difficult…it was very challenging and a scary time for all those leaving their homes under the threat of forest fire. The effort of so many to help others in a time of need, underscores the tremendous humanitarian spirit right here in Winnipeg. Thank you to everyone who assisted with this significant evacuation effort this summer. We are all very grateful for all of your work. Madam Speaker, I was very honoured to attend the Fallen Firefighter Memorial service earlier this month in Colorado Springs, Colorado together with Chief John Lane, Alex Forrest and many other members of our Fire and Paramedic service. The Fallen Firefighter Memorial honours the sacrifice made by members of the International Association of Firefighters who have given their lives in the line of duty to their community. The annual ceremony is an uplifting service for families, friends, and loved ones celebrating the lives, heroism and accomplishments of some of our bravest servicemen and women. At this year's memorial service, the IAFF added the names of 196 fallen firefighters from across the United States and Canada to the wall of honour, including Captain Jack Nichol, a well-known and well respected member of our city's very own fire service. It was an honour to attend, Madam Speaker, to be with and to support Captain Nichol's family as well as many other members of the Winnipeg Fire and Paramedic Service. Madam Speaker, I do want to take today as an opportunity to once again offer congratulations to the Winnipeg Goldeyes for coming out on top and winning the American Association Championship Series for a second year in a row. A job very well done. We are all very proud of its team and its management and Winnipeg is just getting started. Here is looking forward to both the Grey and the Stanley Cups. Thank you, merci and megwich

**Madam Speaker:** Thank you, Mr. Mayor for your opening remarks and now on to Councillor Gillingham

**Councillor Gillingham:** Thank you, Madam Speaker, I appreciate that. I want to just express my appreciation to Councillor Eadie for just drawing our attention to the fact and reminding us that right now the Invictus Games are going on in Toronto, and there's athletes from several countries that are competing. And if you know anything about the Invictus Games, it's men and women of the military from various countries who've suffered injury whether it's physical or mental or emotional or PTSD that are competing. And so, we just want to wish the Manitoba athletes, I think on behalf of

all of us, all the best, good luck in the games, and I know that it's…it's just a very...watching some, just very, very inspiring. And I know that our Council colleague, Councillor Allard, who is right now Council Liaison for Veteran Military Affairs would join this as well. So again, on behalf of all of us Madam Speaker, good luck to our Manitoba athletes in the Invictus Games.

**Madam Speaker:** Thank you, Councillor Gillingham.

## MINUTES

Councillor Lukes moves that the Minutes of the meeting held on July 19th, 2017 be taken as read and confirmed.

**Madam Speaker:** All in favour? Contrary? Carried. We will now move into delegations. I'll ask Ms Kate Kehler to come forward. Following that, we'll hear from Mr. Curt Hull, if you could also come down here. Ms Kate Kehler is the Executive Director of the Social Planning Council. I think we have someone else replacing her. Could you state your name?

**Josh Brandon:** My name is Josh Brandon and I will be speaking on behalf of Social Planning Council. Kate Kehler sends her regrets.

**Madam Speaker:** Thank you. So Mr. Josh Brandon is here with us from the Social Planning Council of Winnipeg in support of Item 4 of the report of the Executive Policy Committee dated September 20th, 2017 regarding the Winnipeg Police Board – the Proposed Amendment to the Winnipeg Police Board By-law No. 148/2012 – the Board Composition. Welcome and you have ten minutes on the clock.

## DELEGATIONS

**Josh Brandon:** Thank you so much. Mr. Mayor, Councillors, City staff, thanks for affording me the opportunity to speak. Kate Kehler sends her regrets. She had another engagement this morning. But I am pleased to represent the Social Planning Council of Winnipeg. We are here today to support the motion to amend the Winnipeg Police Board By-law, in particular, the recommendation to allow for an increase in the composition of the Winnipeg Police Board from seven up to nine members by increasing the number of members that may be appointed by Council from five to up to seven to allow for the board to nominate two citizen members. The Social Planning Council has consulted with community organizations and they agreed that this expansion would allow for better representation from communities currently not represented on the board, especially newcomer and Indigenous communities. We do ask for the submission to Council, 5C be amended to go further and stipulate that of the citizen appointments there shall be at least one Indigenous and one newcomer representative. We believe this will go a long way towards helping the City of Winnipeg on its path towards reconciliation, building a just city and helping the Winnipeg Police Board meet its vision of a culture of safety for all. Just as the Winnipeg Police Service is moving towards being representative of the population they serve, the board that governs them should as well. Newcomers and Indigenous citizens are the fastest growing segments of the Winnipeg population. In 2011, these groups represented 22 and 12 percent, respectively, of Winnipeg's total population and we fully expect that the numbers that are going to be released next month for the 2016 census, would show an increase given that yearly on average, 12,000 newcomers settle in Winnipeg and thousands more Indigenous Manitobans call Winnipeg home each year. Both groups have perspectives and experiences that must be represented and reflected in the governance structure of our police service. Indigenous people have higher rates of involvement with every aspect of our justice system. Indigenous people have vastly higher incarceration rates. The 2016 report from the Federal Department of Public Safety shows an increase of 16.6 percent over the past five years, and almost 40 percent since 2006. Two thousand six is important to note is when the former Federal Government began in earnest to implement its so-called tough on crime agenda that has proven a failure in the jurisdictions in which it has been tried. Currently, as a result of some of these changes, Indigenous men represent 25 percent of all incarcerated men, while Indigenous women are 36 percent of the women in jail today. But Indigenous people make up only five percent of Canada's population and these are the federal numbers. The numbers here in Manitoba are even more extreme. We see that 73 percent of people in Manitoba…incarcerated in Manitoba, are Indigenous. The Truth and Reconciliation Commission has called for all levels of government to eliminating this inequity. It has called on governments to work to address Indigenous victims of crime. Indigenous representation on the Winnipeg Police Board will provide a direct link to those communities to help realize these calls to action. Any approach to public safety must address the root causes and social preconditions that lead to involvement in the justice system. New and Indigenous Canadians are both overrepresented in poverty. Racialized poverty leads to lower employment and incomes. Both groups are more likely to live in inner-city neighbourhoods that are more heavily policed and so further increasing their chances of coming in

contact with the justice system. Also, many newcomers come to Canada with difficult and sometimes traumatic experiences with authorities in their countries of birth. The board would only benefit from having these perspectives when making decisions on how to move towards a safer community for all. We do want to recognize the work and contributions of the Indigenous Advisory Council and Liaison Committee. We are not looking to dismantle this body, but we do want to ensure that diversity of opinion in the Indigenous community is communicated. It is important to note that there are no similar mechanisms for newcomers. The need to improve relations between the Winnipeg Police Service and newcomer youth in particular has been recognized and a grassroots movement called UMOJA, meaning unity was born. It currently has active participation of the community, the Winnipeg Police Service and the RCMP. These initiatives are helpful but not enough. Holding to the adage that it is…that it not only does justice need to be done, it needs to be seen to be done. It is essential that representation go beyond mere input, decision making authority in the form of an actual vote. As an example, the Social Planning Council of Winnipeg's by-laws stipulate that we have a minimum of three Indigenous members. And while not enshrined yet, our involvement in the creation of Immigration Partnership Winnipeg has been...it's been our practice to seek out newcomer members and we currently have three. So there is plenty to choose from when looking for Indigenous representation and newcomer representation that have good experience on boards that could serve as governance for the Winnipeg Police Board. For the...for an organization that purports to be about social justice, the voices of these communities is affected…most affected by inequity are valuable. We allow an even...they allow and even force us to remain informed and relevant to current conditions. A civilian oversight board to a body as important as the Winnipeg Police Service has to be more about...has to be about more than mere financial oversight. It needs to provide the kind of leadership that the community can trust as representing their best interests. Under the section "implications of the recommendations", the board recognizes...the board report recognizes the increasing number of board members will allow them to address identified gaps in its collective competencies and diversity and ensure its membership better reflect the communities it serves. We applaud the board's commitment, however, including our proposed amendment will serve to strengthen and formalize that purpose. Thank you so much.

**Madam Speaker:** Thank you, Mr. Brandon. Are there any questions for our delegation this morning? Mr. Mayor.

**Mayor Bowman:** Firstly, thank you very much for coming here today and expressing your views on a really important matter that we're considering today. I really do appreciate the input. The first question I have is have you provided this input to the Winnipeg Police Board?

**Josh Brandon:** We did. We spoke to the Winnipeg Police Board a few weeks ago when they met and they accepted these comments. I don't believe that our specific recommendation was reflected in the report that was brought towards Council today.

**Madam Speaker:** Second question, Mr. Mayor.

**Mayor Bowman:** I have three?

**Madam Speaker:** Yes.

**Mayor Bowman:** Okay, the second question I have is does the Social Planning Council...I mean, the idea of having designated seats based on certain demographics, pretty controversial position to take, I guess I'm just wondering if the Social Planning Council, with your board, also has this in place?

**Josh Brandon:** That's right. We currently have three members of our council and our by-laws stipulated to be Indigenous members and representing that community. And that provides us a really valuable link to that community and forces us to stay grounded on issues that you know, we are a social justice organization, we talk about poverty, we talk about under-representation of organizations, so it's really critical for us to have that representation and we are working towards developing a similar policy around newcomer representation as well, although, we haven't formalized that piece, yet.

**Mayor Bowman:** Last question; and this is a friendly nudge because I don't believe the Social Planning Council has signed as a partner to Winnipeg's first Indigenous Accord and I would ask if that's something that you could consider. That invitation is open to all members of Winnipeg, all organizations, and if in fact you haven't yet become a partner, we would invite you to join us on our collective journey to reconciliation.

**Josh Brandon:** Thank you so much for the recommendation and we will pass that on to our board. Thank you.

**Madam Speaker:** Seeing no further questions, we appreciate your presence here today.

**Josh Brandon:** Thanks so much.

**Madam Speaker:** Next we will hear from Mr. Curt Hull. He is in support of Item 2 of the report of the Executive Policy Committee dated September 20th, 2017 regarding the Working Group on Climate Change. Welcome.

**Curt Hull:** Thank you very much. Good morning, Mayor Bowman, Councillors and ladies and gentlemen. I am speaking today in support of Winnipeg City Council adopting the recommendation submitted by the EPC on September 20, with respect to Item 2, Working Group on Climate Change. On April 13th, 2016, the Executive Policy Committee passed a motion to create the Climate Change Working Group, CCWG, and that working group submitted its final report in January 2017. The recommendations put forward by the EPC on September 20 are in response to the administrative review of how to implement the recommendations of that report. So I'd like to make two points today about these EPC recommendations. The first is that these recommendations are consistent with the direction that Council has been pursuing for a long time. And the second is that they are necessary and responsible steps toward adequately preparing this city and its citizens for an unavoidable future. With respect to consistent and current direction, these recommendations are consistent with the direction that Council has been formally pursuing since Winnipeg joined the Federation of Canadian Municipalities, that's the FCM, Partners for Climate Protection, that's PCP, program, in 1998. Almost two decades ago. It's also consistent with a key theme that is very prevalent in the current OurWinnipeg plan. Attachment A of the CCWG report provides a very good and complete assessment of the climate change obligations and aspirations contained in OurWinnipeg's four strategy documents. Attachment B of the CCWG report is an assessment of where we are with respect to the FCM PCP program. City Corporate Operations passed milestone four on the PCP five step framework in 2008 and the City achieved the first milestone for the broader Winnipeg community with a greenhouse gas inventory assessment in 2002 and we are now working on developing our community's GHG reduction plan which will bring us to milestone two so we are already working on it. And page…and now it's necessary and responsible steps. Pages 14 and 15 of the report include 11 excellent recommendations to provide a pathway for Council to achieve its climate goals and targets and to support community climate change action planning that is currently under way. A key part of these recommendations relate to the creation of an office of sustainability that would report to the Chief Administrative Officer. This is...this is the essence of the EPC recommendations before you. The administrative report in your agenda provides an assessment of the implications of these 11 recommendations with respect to greenhouse gas reduction and building resilience at the corporate and community levels. The administrative report recognizes the need for an entity with cross departmental jurisdiction. A properly supported office of sustainability reporting to the Chief Administrative Officer would achieve that broad mandate and influence. So this is something that you are already doing and this is the mechanism of it. But I spoke of an unavoidable future. I've been working on climate change education and solutions for over ten years now. I'm not a religious person but I have come to realize that there is wisdom in the serenity prayer. God grant me the serenity to accept the things I cannot change, courage to change the things I can, and wisdom to know the difference. Some people say that climate is always changing. This is part of a natural cycle. It is certainly true that the climate has always and will always be changing. But there are various drivers of climate change, each working on different time scales. Continental drift works on a scale of billions of years. The three Milankovitch Cycles are the warming and cooling effects related to the changes in the orbit, tilt and wobble of the earth. They work on cyclical time scales of 10,000 to a hundred thousand years. But what we are seeing now relates to the enhanced greenhouse effect and it is working on a time scale of decades. We do not have evidence of any period in the history of this planet with the rate and scale of warming that our planet is currently experiencing. There is currently much debate as to whether or not 2° of warming above pre-industrial is safe or if we should strive for no more than 1.5° of warming. And there is a lot of debate on whether or not it's even possible to reduce greenhouse gas emissions quickly enough to achieve that 1.5° target. We talk of safe levels of warming because beyond these may lurk unpredictable, nonlinear warming. So if we pass 2° of warming, will positive feedback loops drive us to 6° or beyond? Manitobans contribute to that warming, but we alone cannot stop it. About 40 percent of global emissions are from just two countries, the US and China. We may not be able to stop it ourselves, but we will have to deal with the consequences and many of those consequences are unpredictable. When we think of climate change in Manitoba we think of early season floods and how tornado alley is moving northward. We may also be concerned about deeper and more prolonged late season drought and forest fires. These consequences are real, they are happening now, they are serious and expensive, and will undoubtedly get very much worse. But it's the consequences that we don't see and can't predict that are truly worrying. For example, who could have foreseen in 2006 that a deep drought in Syria would contribute to the United Kingdom leaving the European Union? But it did. That 2006 to 2010 drought turned 60 percent of Syria's fertile land into desert. By 2010, the drought had killed 80% of the country's cattle. A million people who could no longer feed their families moved off the land and into cities, cities where they were not welcome and were already unrest…and were already tense with civil unrest. That unrest boiled over into civil war. By 2016, we had 6 million people internally displaced within Syria and around 5 million became refugees outside of Syria. Many of these people remain in Lebanon and Turkey but more and more are finding their way to Cypress and Italy and Europe and beyond. Images of immigrant hoards were used during the…the immigrant hoards were used during the Brexit debate as ways to convince Britains to put up barriers and leave the EU. Now, I'm not saying the drought caused Brexit, but I'm saying it contributed to Brexit and I'm also saying that climate refugees are becoming a bigger and bigger source of global tension and as tensions

rise, so does the prospect of global conflict and global economic uncertainty. Global conflict and economic uncertainty have consequence that propagate quickly and are felt worldwide, even to our corner of the world here in Winnipeg. So here are some things...so there are some things that we cannot change. But there are things that we can change, things that we can do to minimize those risks and to better prepare ourselves for consequences we cannot predict and cannot avoid. We can build local resilience. What does resilience mean? The dictionary defines it as the capacity to recover quickly from difficulties. To me and in this context, resilience means our ability to meet our basic needs ourselves and without fossil fuels. So this is our challenge. With the adoption of the 2015 Paris Climate Accord, the world has agreed that the future will not be running on fossil fuels. The challenge for us is to change our thinking to prepare for that future. This is our challenge. We must start right now to find ways to do three things, three important things. We have to in the very near future provide clean water and feed ourselves locally without diesel fuel for our tractors, without synthetic fertilizers and with a lot less meat. We have to provide heating and cooling for all of our homes and buildings, old and new, without natural gas. And we have to be able to move all of our people and goods without gasoline or diesel. That's a monumental challenge before us. So as you read these recommendations, and as you consider how to prepare for that inevitable future, I suggest you consider every decision you make on whether or not it meets that challenge and enhances our resilience. Thank you.

**Madam Speaker:** Thank you Mr. Hull. If you could just remain on the floor, we'll hear from our next delegation and then we'll call you back for questions. If I could please call forward Ms. Daniella Echeverria on behalf of the International Institute for Sustainable Development. Is she here today, Mr. Clerk? Great, come forward, please. And she is here to present and support on the same topic. Welcome, and you have five minutes on the clock.

**Daniella Echeverria:** Thank you. Mr. Mayor, Councillors, ladies and gentlemen, thank you for providing me this opportunity to present to you IISD's, International Institute for Sustainable Development's support of the climate change report recommendations of September 20th, 2017. The recommendations presented by the Executive Policy Committee help to provide the City with a dedicated pathway that will support the City of Winnipeg's progress on its commitment to mitigate emissions related to climate change and fulfil its obligations under the Federation of Canadian Municipalities Partners for Climate Protection model. The International Institute for Sustainable Development is in support of these recommendations and offers our continued support to the City in its efforts to address climate change and sustainability. It's a positive to see that the City is taking necessary steps to enhance its capacities to implement…implement coordinated efforts in addressing one of our biggest challenges of our time, climate change which Curt has talked about. As one of Manitoba's largest emitters, the City of Winnipeg can lead by example by reducing its greenhouse gas emissions as well as to increase its adaptive capacity and resilience to the impacts of climate change. Establishing an office of sustainability within the Chief Administrative Offices and taking an aggressive approach to seek the necessary funding to implement projects that support a low carbon climate resilient pathway for Winnipeg are two quick ways that the City can improve its approach on these issues. By establishing the office of sustainability within the CAO the City will help enhance the environmental sustainability profile within Winnipeg. The office can breakdown silos and become a bridge between different departments to reduce duplication of efforts, enhance communication, lead coordinated action and most importantly ensure efficient use of resources in achieving the City's environmental commitments. With a mandate to seek funds for climate action we also offer our suggestion. By 2018, every province and territory in the country will be under a carbon pricing system. Though the final design will rest within either a made in Manitoba plan or the federal carbon pricing back stop, any revenue streams coming from the carbon pricing system to the City should be used for advancing climate change mitigation and adaptation efforts in Winnipeg. Carbon priced revenue could be used to finance projects that meet criteria to advance environmental commitments and enhance climate change efforts. However, it is important to also factor in that carbon pricing may affect affordable households, urban recycling should include programs that help offset impacts to low-income housing…low-income households. Other funding mechanisms include federal programs such as a New Building Canada Fund and Investing in Canada Plan. A comprehensive list has already been identified by the City for projects under the green municipal fund all which help reduce the City's energy consumption, introduce alternative green energy sources, reduce waste and increase material recycling as well as reduce water consumption. These all are keys to reduce GHG emissions. By implementing the recommendations from the ECP report, the City of Winnipeg can strongly enhance its ability to address climate change and provide a greener, more prosperous future for its residents.

**Madam Speaker:** Thank you very much. I will now call both of you forward. Are there any questions for our delegation? Councillor Mayes.

**Councillor Mayes:** Thank you, Curt. You're more…the first time I saw your video presentation on climate change that I think we have all seen as well…but can you speak a bit to one of your three prongs is at least something we are taking some action on which is the issue around food and local food and food sustainability. I know the Mayor has championed the Food Policy Council as some of the rest of us that we have introduced. It's…we've got the members appointed. We're hoping to gear up later this year. What…is there any position from your organization in terms of shorter term, I

think City Council could do as part of that, to get going with the Food Policy Council to address the issue you have highlighted which is in essence, local food production and distribution?

**Curt Hull:** Yeah. Our organization doesn't have anything specific but it's in support of any efforts to create a system because we need to have a system that has got local food production, processing, transportation, storage and distribution of local food so all of those elements need to be in place in order for local food to be able to be readily available. We do have farmers markets where local food is readily available but often those farmers markets are not necessarily the place that you shop normally. There...they may be a distance away from where you do shop and therefore, whatever efforts can be made to bring that kind of local produce closer to where a person might be living and therefore, be more accessible to them, those efforts would definitely be contribute to that local food.

**Councillor Mayes:** Thank you.

**Madam Speaker:** Thank you. Councillor Gerbasi.

**Councillor Gerbasi:** Thanks and thanks to both of you for coming and speaking to us today. I'm a little sleepy this morning. Remember what my question was. You talked about climate change and the challenge of it and I think one of the challenges we often face is having hope about it, given the challenge of it and I think it's important to talk about the resilient side and you know, to ensure we are prepared and all that but at the same time, there is still a need to reduce climate change and I think there is still hope about actually reducing our GHGs especially at the local level of government because that's certainly something that was key at the climate...of the Paris Accord talks and the...and coming from the Federal Government. Could you comment on that in terms of, you know, we do still need to reduce our GHGs here in Winnipeg? I guess I just wanted to hear your thoughts on that.

**Curt Hull:** Yeah, when I got…I mentioned that I had been working on climate change for ten years and it seems like the more I...when I get into the international...at the international level, I get discouraged. I start to feel about…like, there is so much discord at that level. But when I get...so when I get that way, I come back to the local perspective and I see the actions that are taking when it comes to local food places like south Osborne and that group working together as a community and that's what gives me hope, is that the solution here is largely to work locally, to…on local solutions which provide for the three challenges but also reduce greenhouse gases at the same time. I'm just saying focus on those challenges and what will happen is you will reduce the greenhouse gases. So I'm not…definitely not saying not to focus on greenhouse gases…you know, not to be concerned about it but by focusing on those three challenges that I put before you, you will reduce the greenhouse gases even at a local level and in terms of hope, enhance community. Work together as neighbourhoods and work together as community are the essential mechanism in order to achieve that result.

**Madam Speaker:** Thank you. Seeing no further questions…one last question, Councillor Schreyer.

**Councillor Schreyer:** Thank you, Madam Speaker. It's hard for us to deal with agricultural issues separately from the agricultural production industry. Nonetheless, as consumers we certainly play our part, very important. Having said that, as a city, our big contribution as producers…direct producers of emissions is through transportation as a city. And it happens to be that recently Councillor Wyatt has brought forth a motion which if successful, passed by Council, to encourage the use of electric cars. What would we have to say in terms of the use of hybrid vehicles and electric cars in terms of its effect on the greenhouse emissions in the short-term?

**Curt Hull:** Well, you've hit a very important point which is the electrification of transportation. I mean, we can talk about active transportation, we can talk about public transportation, but there is still going to be a need for other vehicles and all vehicles need to be electrified. So hybrids are a step in that direction. Charging system, a useful charging system for electric vehicles will ultimately be in the public realm as being a responsibility that we have. So I don't know if I'm answering your question but I'm in support of hybrid vehicles and ultimately, electric vehicles, that's what we are moving towards.

**Madam Speaker:** Thank you, Ms Echeverria, Mr. Hull. Thank you for your presence here today. Now, moving into the agenda, the report of the Executive Policy Committee, Mr. Mayor, the report dated September 13th, 2017.

**REPORT OF THE
EXECUTIVE POLICY COMMITTEE
DATED SEPTEMBER 13, 2017**

**Mayor Bowman:** Thank you, Madam Speaker. I introduce the report and move adoption of Consent Agenda Items 1 through 3.

**Madam Speaker:** Two has been pulled. I will call the question on Item 1 and 3. All in favour? Contrary? Carried. Mr. Clerk.

**Item 2 – Bill C-45, the proposed Cannabis Act – City of Winnipeg Financial Implications**

**Madam Speaker:** Mr. Mayor, do you wish to introduce the item?

**Mayor Bowman:** I'll wait to hear from Council colleagues first. Thanks.

**Madam Speaker:** Thank you. Councillor Gillingham.

**Councillor Gillingham:** Thank you, Madam Speaker. I rise…I will be supporting this motion. I think it's right and appropriate obviously that our public service be speaking with the Winnipeg Police Service in regards to the financial implications of Bill C-45 and also there's Bill C-46 that ties to it as well. I guess I just rise to say not only do I support this but I would also support an extension of time in the implementation of this bill. I know we are not calling for that here but I certainly would support the...an extension of time in the implementation of this bill. I think the Province has called for that, I support that. And then if...reading through the Canadian Association of Chiefs of Police submission to the Standing Committee on Justice and Human Rights from September the 20th, just a few days ago, the Canadian Association of Chiefs of Police stated, and I just read a couple of their comments, that they're, "Concerned with limited time within which police services must provide training to their frontline officers in order to implement this bill." With the July 2018 cannabis legislation date approaching and the lack of adequate tools and training, police services are concerned that they will not be in a position to implement the proposed legislative amendments. It goes on to say, and I continue to quote, "Examples of training that will be required under the bill include considerable training of drug recognition evaluation, standardized field sobriety tests training, and training and use of oral fluid devices. Additional shared concern is the allocation of resources required for the implementation of changes brought forth by the bill." And I'll just cut to their final comments of this presentation, it's a five page presentation, it's available online and in the final paragraph under the conclusion, they say, "The Canadian Association of Chiefs of Police continues to advocate for an extension of time." Our public service's discussion with the Winnipeg Police Services is very important. We don't yet know the costs, increased costs to the City of Winnipeg's budget, the increased costs most likely to the Winnipeg Police Services future budget for the implementation of this cannabis legislation. It's important to know that. My view on a personal level is that just we need a little bit more time to…so that our officers, our police services across the nation can really understand the implications of this legislation. So I will be supporting this bill…this motion and I do believe that this conversation between our public service and the Police Service is very important so that we as Council can ultimately know and of course the Police Board who allocates the budget can ultimately know the...what the financial and resource implications will be of this legislation. Thank you, Madam Speaker.

**Madam Speaker:** Thank you, Councillor Gillingham. Councillor Eadie.

**Councillor Eadie:** Thank you, Madam Speaker. And I wanted to thank the movers of this motion, we…Councillor Gillingham when he was the Chair of the board and we had discussions about this coming forward, and a discussion about...for the Province, it will be probably a revenue generator as well, not only…but to the City it's mostly an expenditure reality, Madam Speaker. And, Madam Speaker, I move the motion a couple of years ago now already, in regards to us as a city, trying to ensure that our local zoning use of residential properties, use of property in regards to commercial outlets and so on in regards to the implementation of the legalization of recreational marijuana, Madam Speaker. And Madam Speaker, there is an existing medical marijuana legal and regulatory regime that was established, Madam Speaker, and just to get a sense, Madam Speaker, of what it means in regards to the zoning and usage of residential properties for example, Madam Speaker, to grow medical marijuana because individuals are eligible to do so, Madam Speaker. And right now, as an example of a cost of resources, which costs money, but Human Resources with the Police Service is in my ward, there is a couple of medical marijuana growing things and they have a licence to do so, but the Federal Government in its legislation and regulation doesn't really acknowledge the local issues that cities have in regards to this growing of medical marijuana. And so, for example Madam Speaker, the Police Service has been called out to what is a real awful smelling to the people who live around it, growing of marijuana. And I don't understand how growing seven plants can generate such a smell. But Madam Speaker, they have called the Police Service and they have had to attend and investigate as to whether or not that's a legal growing operation. And Madam Speaker, I

think that we have...you know, it shouldn't be up to the Police Service to make sure that people are following the Federal and Provincial regulations in terms of this kind of thing. And if it's put on to By-law Enforcement, Madam Speaker, there is a cost to By-law Enforcement. It's not just to necessarily to the Police Service, Madam Speaker. So in the...and I have been reading through this legislation that's coming through and there is really…nobody's acknowledging the right of the City of Winnipeg to make sure that it's easier to deal with this. And the Police Service, again, is being called out because there was no foresight, the Federal Government is responsible for it, they are not supplying us any money in order to do policing in that regard, Madam Speaker. So, this is just one example and really besides this financial report, I appreciate that it's being done, Madam Speaker, but really, I think that we need to move forward and harder with the Province and the Federal Government because there are…there…this…there's a huge ventilation system on this one house and they've got a special chimney. How many plants are they producing? Like it sounds to me like we shouldn't be allowing that kind of thing in a residential property, Madam Speaker. Yes, it's fine in an industrial area. We do have a medical marijuana sanctioned operation in the North End. But it's in an industrial area Madam Speaker and it has proper venting and everything and it's not insulting the neighbours with that growing situation. So, Madam Speaker, really, there is so many problematic situations that we're going to have to deal with. It's really going to be downloaded as a result of recreational legalization of marijuana. So anyway, I appreciate the report and I'll of course vote for it.

**Madam Speaker:** Thank you. Councillor Gerbasi.

**Councillor Gerbasi:** Thank you, Madam Speaker. This is...I have been travelling around for FCM meetings across the country and this is what everyone is talking about and I really do appreciate the proactiveness of this motion. We...the local level of government, we have to try to get ourselves heard as the Province and the Federal Government seem to be the ones at the table making a lot of the decisions. And so we...it's really important that we make that point to them that if there are additional cost burdens that come to us that revenues also come to us and that's what...we don't know...I don't think anybody yet knows exactly how it's going to play out because we don't know what each province and our province is going to do. But the reality is is that this is coming. It's happening. Whether we are happy about the timelines or not, they are happening and some people are happy about the timelines, some people aren't. But the reality is, it's happening and we need to prepare. And it…there could be costs in some areas, some costs could theoretically go down and in other areas they could go up. We have to have by-laws, we have to have enforcement and there's a whole bunch of different issues and we have not yet quantified those. So that's what this motion is about. But I just wanted to let people know that FCM is strongly advocating on our behalf for having those costs...that there is no additional unsustainable cost burden put on us. And I also just wanted to let you know that there is a primer that's been put out by FCM for...that's available on their website if any of you want to look at it. And it talks about kind of the first steps that people can take…municipalities can take, like by-laws and looking at what we need to do and I know our administration is already looking at all of this. But there are going…there's going to be more and more information coming out on this. It's a key issue that all of us are facing to just figure out how to deal with. But it is really important that we eventually, if there is revenues, that we also get those so that we know, so that our costs are not an undue burden. Thank you, Madam Speaker.

**Madam Speaker:** Thank you, Councillor Gerbasi. Mr. Mayor, do you wish to close or I can call the question?

**Mayor Bowman:** Yes, thanks Madam Speaker. I want to thank my Council colleagues for some insightful comments. I appreciate the fact that…what this motion is attempting to do is to have the public service provide an estimate of what the anticipated costs could be. I do think it's going to be a challenging exercise without knowing the regime that will be...that will be rolled out here in the Province of Manitoba. I know that there has been much discussion about the timing that the Federal Government is setting out for the legalization of cannabis for recreational use. This is the first of what I expect to be many steps that we are going to have it look at as a council, to reconcile those anticipated extra costs. The issue of revenue sharing with the Province of Manitoba, of course, should and must be a part of that discussion. We are awaiting clarity from the Province on their plans and we hope and very much expect that we will be part of that discussion so that those anticipated costs can be…can be budgeted for here at the City of Winnipeg. Obviously, there will likely be revenue opportunities for other levels of government while municipalities will, we expect, largely be picking up the tab for additional costs of this implementation. It's only fair that we be part of that discussion and that the framework recognizes that reality. And so, this is the first step on our part to try to get a handle of what those costs are so that we can very much be part of that conversation with the Provincial Government as well as the Federal Government as appropriate. Thank you, Madam Speaker.

**Madam Speaker:** Thank you, Mr. Mayor. With that, I'll call the question on Item 2. All in favour? Contrary? Carried. Next is the report of the Executive Policy Committee dated September 20th, 2017, Mr. Mayor.

**REPORT OF THE
EXECUTIVE POLICY COMMITTEE
DATED SEPTEMBER 20, 2017**

**Mayor Bowman:** Thank you, Madam Speaker. I introduce the report and move adoption of the Consent Agenda Items 1 through 14.

**Madam Speaker:** Councillor Schreyer, one?

**Councillor Schreyer:** One and two.

**Madam Speaker:** So one and two have been pulled. I'll call the question on Items 3 through…

**Mayor Bowman:** Sorry, I'll pull seven.

**Madam Speaker:** Okay, so we'll call the question on Items 3 through 6, 8 through 14. All in favour? Contrary? Carried. Mr. Clerk, Item 1.

**Item 1 – Religious or Not-For-Profit Cemeteries – Frontage Levy Exemption**

**Madam Speaker:** Mr. Mayor.

**Mayor Bowman:** I'll wait to hear from Council colleagues first, Madam Speaker.

**Madam Speaker:** Thank you. This was stood down by? Item 1, Councillor Schreyer, you have the floor.

**Councillor Schreyer:** Thank you, Madam Speaker. I assumed that there would be other speakers as well. I'm just glad to see that we are dealing with this for the sake of cemeteries, non-profit cemeteries, and the burden that frontage levies exert on them in order to...in terms of their ability to upkeep over the years and over the generations for their families and loved ones. Thank you.

**Madam Speaker:** Thank you, Councillor Schreyer. Mr. Mayor, do you wish to close? Call the question on Item 1. All in favour? Contrary? Carried. Mr. Clerk, Item 2.

**Item 2 – Working Group on Climate Change**

**Madam Speaker:** Mr. Mayor.

**Mayor Bowman:** Thank you, Madam Speaker. I'll first wait to hear from Council colleague.

**Madam Speaker:** Thank you. Councillor Gerbasi.

**Councillor Gerbasi:** Thank you, Madam Speaker and thank you to Executive Policy Committee for moving this forward to Council. And I want to thank my Council colleagues, Allard and Gilroy, who worked with me on the report. And I'm thanking the Mayor for the opportunity to do this work. This was something that I've always cared passionately about and I wanted to take on some work on this and get something done moving us forward and setting us in a better place for the future, this term of Council. This…climate change is probably the biggest challenge we face as a world and we are in that world, so it affects us. And communities like us are on the front lines of it. And, we produce in cities, 70 percent of the world's greenhouse gas emissions. So we are producing them and without cities like us acting locally together across Canada and across the world, that...we aren't going to succeed in this challenge. And we can if we do this and I am actually fairly hopeful, given some of the things I have seen, even in the United States with the national policy, of the current administration, the cities are still taking a lead and they are saying they are still going to meet the same targets agreed to in the Paris Climate Change Accord in the United States. So, you know, there is still a will to succeed and the local level has a really important role to play in that. As you know, the Federal Government is making significant investments in the 2017 budget for green infrastructure. We are talking billions and billions of dollars for green infrastructure and most of their new investments of close to $80 billion is going to be looked at in...through a climate change lens. Among other lenses as well but it is definitely going to be part of what they are expecting us to be doing. So we have to be ready if we want to receive that investment. There is also going to be carbon pricing and again there was a motion earlier that we just passed. Again, we need to be part of the revenues that come from that carbon pricing if it...you know, depending on what the Manitoba Government decides. We need to be able to get those revenues to support our initiatives. But to do that, we also have to be ready and prepared to implement those initiatives and be ready

for the future. I just wanted to say in the process of doing this report, it was kind of a bit of a different approach than we have sometimes seen. It was three councillors working with the administration and we did go out and speak with a number of community members that are involved and organizations that are very much engaged in this issue as you saw two of them here this morning. There is a huge enthusiasm in our community for this issue and I am talking across the non-profit sector, the business sector, neighbourhood level, you know, the people in our city, there's a lot of people that are very, very engaged in this, probably more so than we realize and we went...basically, I went and shared the work we were doing and what we were looking at, it's really an internal look at what we are doing as a city internally and how we structure our work on this but they were really interested and supportive and provided input into the report as you see…look at the report, that we did that. One of the key things is restructuring our governance of this so that it's at the CAO level, it's not over in some corner of some department where there is a person there and we've seen that in other areas like on our indigenous file where we created the Indigenous Office. And it made all the difference in the world and the work we can do. Having the sustainability file across all departments is essential coming out of the CAO's office so I'm really pleased to see that change, it's essential. Also, the report calls for the creation of an interdepartmental working group like we have seen in accessibility, we have seen it in planning. These are things that work. Like, we can't work in silos and this…these recommendations help us do that better. Unfortunately, our previous targets that we set on climate change over the years, we were not able to meet them and this report is a realistic way of saying this is what we can do if we have the process in place of looking at things through this lens and we are in a unique position with opportunities that we didn't have before for funding just because of the way things have gone in the world that this is such a high priority for the Canadian Government. It's being…down to the provinces. There are things coming down that are opportunities for us and we should be ready and prepared to accept that opportunity and move it forward. There's specific areas the report talks about that there's sort of low hanging fruit that we haven't had the capacity to deal with like green buildings is one where we could make a real difference, for example. And there's other areas mentioned in the report like that. Monitoring is really important, continuing to work with the community. As you know, we are starting out and almost immediately we will be hearing about our Community Climate Change Action Plan which was talked about in the last OurWinnipeg review as something that needs to be done. It's finally happening. We have some funding from FCM, green municipal funds that the City obtained and we're going to be doing a city-wide consultation and this is about the…not the internal corporate emissions but in the community at large and that's really important, too, to partner with the community. And as I mentioned, they are really enthusiastic about this. If you'll see the list of people that I talked to and that our committee talked to in the report, they were all extremely pleased to see this moving forward. And the report touches on some other areas that are important as well like asset management, sustainable procurement and other things that we are working towards. So it's a small but vital report but I think it's been well received by the experts in climate change in the community, like IISD and others. The Chamber of Commerce has a group of 40 or 50 business leaders that, in their organizations are involved in this file and they were really pleased with this. The sustainable co-ordinators have a group of 40 or so people we talked to about this and without an exception, everybody was like yes, let's get moving on this, let's do more. And it's not to say we're not doing anything, but we are doing a fair number of things. But to do it in a coordinated, systemic way where we are facing this challenge is something that makes a lot of sense. And FCM has received additional federal funding, too, that can go directly to the municipalities, 125 million in additional funding in 2017 as well. So there are opportunities for us to help support this work. So I just want to thank everyone. It was good work and positive and is well supported by the community so I hope Council will support it unanimously, thank you.

**Madam Speaker:** Thank you, Councillor Gerbasi. Any further speakers? Councillor Schreyer followed by Councillor Eadie.

**Councillor Schreyer:** Thank you, Madam Speaker. We are talking about a huge issue, one that's interrelated between the issue of environmental sustainability and economic sustainability. If we think about what economics is, it's the production, distribution and exchange of limited goods and services. And in fact, if you think about that, Madam Speaker, we are talking about our ecology in general, the finite resources with which we create our lives in our society. Given that, Madam Speaker, we'll talk about what we do as a city. And, of course, sometimes we can ask, well what difference does it make? We are just one city in a world of over 7 billion people. But having said that, Madam Speaker, it's like democracy, every vote counts, it all adds up. And in this case Madam Speaker, I am glad to see what we are talking about. We're talking about what I hope to see from this working group in the months and years to come, is what it takes not just for us as a city but the examples by which we could possibly lead or take ideas from other parts of the world in terms of how we deal with our...the challenges of facing the fact that we have to get off our fossil fuel dependent society and deal with a greenhouse emissions, and deal with our finite and fragile environment. It's all interrelated, Madam Speaker. So let's take a look at...as has been presented in the presentations on this motion this morning, the main causes; agriculture, the production and consumption of food, transportation and stationary combustion sources. Agriculture is over 30 percent of it, Madam Speaker. And bear in mind, especially since World War II, we have come into what we know is an oil-based fossil fuel-based economy by virtue of agricultural production. Think of the yields from 1920s to the year 2000 in terms of the agricultural yields in Canada alone by virtue of, well the oil-based economy in terms of what drives our agriculture. We are talking about...well, excuse me. I will go on to transportation for now. When

we think about transportation, we have to...by the way, Madam Speaker, in the 1970s, I happened to be able to be one of the first people to drive in Manitoba's first all-electric vehicle. It was bought by the Provincial Government as an experiment from Hydro Quebec. Since then Madam Speaker, it's taken a long haul. I didn't know it would take this long. But starting in the 1990s especially, we ended up with an evolution of hybrid vehicles. I want to make the point, Madam Speaker, that when it comes to the professional taxicab industry in this city, that they have taken the initiative to go towards hybrid vehicles. It's just one indication, Madam Speaker, how different elements of our society can be involved in initiatives, leaderships, insights and good ideas in terms of…in terms of how we progress our city. So Madam Speaker, I just want to get back to agriculture. When we think of fertilization, when we think of insecticides and pesticides, these are all oil-based aspects of agriculture. Fertilization is virtually entirely an oil-based industry and this has happened basically since World War II. So Madam Speaker, we have a dilemma in that we rely on fertilization, pesticides and herbicides in order to sustain the yields we have to sustain the global consumption of food. Yes, there is certain waste, Madam Speaker, but basically we are reliant on our current agricultural industry as it is. What would happen, Madam Speaker, if we reduced fertilization production to pre-World War II era amounts? Madam Speaker, we would have an unsustainable agriculture...we would have an unsustainable population. Now, Madam Speaker, it's good to know and I've learned this as a member of Council through Councillor Mayes as well that Canada is the largest producer of pulses, of peas and lentils. In fact, we're the largest producer and the largest exporter. One of our great clients for this agricultural product, as an example, is Bangladesh. They import from us peas and lentils because it's an efficient form of protein, Madam Speaker, and it's something on which the world can rely in terms of nutrition and protein consumption and it's economically efficient that Bangladesh can afford to buy it from Canada, one of the richest countries in the world, one of the highest costs of living. So Madam Speaker, it's an example of agriculture and what we can do as consumers. We bothered to do this to bring about this working group on the environment and Madam Speaker, it's inescapable to me, given what I have just said in terms of oil-based economy, oil-based agricultural, oil-based dependent agricultural industry that we work with agricultural industry to see in terms of what we can do as consumers to work with the agricultural industry to reduce our greenhouse gases. Bear in mind, Madam Speaker, agriculture is over 30% of greenhouse emissions and the vast majority of that is from cattle. Well, let's not forget that, Madam Speaker, because it's very important and I don't believe for a moment, Madam Speaker...and I don't know who does, to believe we'll be able to deal with greenhouse gases, we'll be able to deal with agricultural emissions in this province without dealing with the fact that the majority of greenhouse gases from any one single component is cattle. So Madam Speaker, we can't forget that. And having said that, Madam Speaker, I would like to give it...repeat as well, the contribution that the professional taxicab industry in this city and throughout North America has made in terms of moving to hybrid vehicles in terms of reducing greenhouse emissions. Thank you, Madam Speaker.

**Madam Speaker:** Thank you, Councillor Schreyer. Next is Councillor Eadie.

**Councillor Eadie:** Thank you, Madam Speaker. I am rising...I'm going to actually...although I don't necessarily agree with some of the implementation that comes from the working group, Madam Speaker, I am voting for this report. It is a serious issue that we need to deal with and I'm not going to go on a long extension. The presenters who came in delegation were quite eloquent on this speaking Madam Speaker. I must say, the working group idea, although it was only made up of councillors, is an excellent way of working with administration to come up with recommendations and looking at how to implement them afterwards, Madam Speaker and in the past we have had rapid transit working group which was…also, rapid transit is dealing with climate change. It's trying to get more people into mass transportation which we know is good for the climate. So, Madam Speaker, and there was a working group there, Madam Speaker. So I think when we are developing regulations and policies and stuff, best practice is that use a working group, Madam Speaker. And so, while I don't necessarily agree with centralizing everything in the CAO's office in that the CAO is reporting to the EPC directly and I am a little concerned about that, Madam Speaker, but otherwise, we are addressing and we're going to try to deal with the climate change issues that we have in the city. So how could I disagree with that? We are implementing and trying to get our act together and it's through utilization of a working group, Madam Speaker, that helps to achieve, you know, some kind of thing that everybody can live with, move ahead with, Madam Speaker. And so, I just wanted to point that out. Thank you.

**Madam Speaker:** Thank you, Councillor Eadie. Councillor Morantz.

**Councillor Morantz:** Thank you, Madam Speaker. I just wanted to rise just to make sure that what's not lost in all of this debate is actually the good things that the City has been doing for many, many years. And just…just looking for example at the Winnipeg Fleet Management Agency's webpage on the City of Winnipeg site, there are many, many initiatives that I think it would be important for the citizens of Winnipeg to be aware of. One of the things that jumps out at me is that it says that the greenhouse gas emissions from City vehicles were less in 2008 than in 1998. And the City is committed to this trend and is always looking for ways to decrease greenhouse gas emissions. It also goes on to say that the Winnipeg Fleet Management Agency owns 50 hybrid sedans and SUVs and the agency has more hybrid vehicles on order and continually monitors and assesses vehicle performance and fuel economy. They also have fairly strict anti-idling policies and also they are evaluating more plug-in hybrid-gas vehicles. In addition, as my colleagues

know, I sit on the Innovation Committee and just last week, the Fleet Management brought forward a report recommending the acquisition of two completely electric vehicles as a pilot and also the installation of charging stations and we are currently reviewing that report and we will be voting on it likely at next month's meeting. So just on the vehicle front, there are many, many other areas of City operations that have really been very effective at moving forward with environmental economies of scale. But I just wanted to point out some of these as well. Thank you.

**Madam Speaker:** Thank you, Councillor Morantz. Back to you, Mr. Mayor to close.

**Mayor Bowman:** Thank you, Madam Speaker. I want to thank the members of the working group for all their efforts, Councillor Gerbasi, Councillor Gilroy and Councillor Allard, also members of the public service for their efforts to work with the…with the working group. The reason the working group was set up is because the issue of climate change is one that will likely affect every portfolio that…and committee that we have here at the City of Winnipeg if we are to be effective and so I'm hopeful that members of Council will support this…this motion and report today. Thank you.

**Madam Speaker:** Thank you, Mr. Mayor. With that, we'll call the question on Item 2. All in favour? Contrary? Carried. Mr. Clerk, Item 7.

**Item 7 – Open Government Annual Review**

**Madam Speaker:** Mr. Mayor.

**Mayor Bowman:** Thank you, Madam Speaker. And I rise today on this annual review to highlight some good news. I am really pleased with the progress that this council and our public service have been able to undertake and I would draw everyone's attention to the appendix which is the open government annual review for September 2017 and there are some…there are some items in there that I think are worthy of note. These are in the report what is listed as completed items and I'll just highlight some of them. There is of course a central dedicated access and privacy office to coordinate responses and implement process change that's been established. A creation this council should be very proud of creating. A voluntary lobbyist registry creating Winnipeg's first ever Integrity Commissioner which is now, of course, Ms Sherri Walsh. The itemized expenses for Mayor and Councillors are now being released to the public. Other items that are listed in this report including establishing a new access and privacy administrative standard which sets out a framework for managing access and privacy issues facing the City. Establishing expenditure policy for the Mayor's office and councillor wards, successfully lobbying the Province to amend the public interest disclosure or whistle blower protection act, standing policy committee reports, it lists here being easily accessible on the City's website including agenda, minutes, dispositions and by-laws posted online. A new open data portal has been created. A new office of public engagement has been created to support all City activities and projects throughout…or sorry, through consultation and engagement ensuring consistency and transparency and sharing information with citizens about City projects, Madam Speaker, and direct public consultation activities on major projects. These are some of the positive initiatives. I want to thank everybody that has been involved in helping effect this level of positive change that has been needed for some time here at City Hall, notably my Council colleagues for supporting this initiative as well as the public service. Thank you, Madam Speaker.

**Madam Speaker:** Thank you Mr. Mayor. Any further speakers on Item 7? Mr. Mayor, do you wish to close? I'll call the question. All in favour? Contrary? Carried.

**EXECUTIVE POLICY COMMITTEE**
**MOTIONS**

**Madam Speaker:** We will now move into motions. Motion No. 1 before us is motion from Mayor Bowman and Councillor Allard. It's regarding the cooling off period for members of Council when they depart from office. It will be an automatic referral to the Executive Policy Committee.

**Motion No. 1**
**Moved by His Worship Mayor Bowman,**
**Seconded by Councillor Allard,**

*WHEREAS Members of Council must perform their functions with integrity, impartiality and transparency, putting the public interest before private and self-interest;*

*AND WHEREAS Members of Council must not act in situations in which they have a real or apparent conflict of interest, whether during a meeting of Council or Committee of Council or at any other time while performing their official duties;*

*AND WHEREAS Members of City Council should adhere to this principle during their time in office as well as the time immediately following their leave of office;*

*AND WHEREAS the Integrity Commissioner has been preparing a new Code of Conduct for Members of Council;*

*AND WHEREAS the Integrity Commissioner has been meeting with Members of Council individually, as well as a group, to receive input on ways each Member felt the Code of Conduct could be revised;*

*AND WHEREAS The Legislative Assembly and Executive Council Conflict of Interest Act restricts Cabinet Ministers, Deputy Ministers, Assistant Deputy Ministers, as well as senior officers of Crown agencies from certain employment and activities for a period of one year following their leave of office;*

*AND WHEREAS Members of Council should be subject to a one year cooling off period consistent with provincial officials;*

*AND WHEREAS the City Solicitor has advised that legislative changes are necessary in order to impose and enforce a cooling off period for Members of Council including the Mayor.*

*BE IT RESOLVED that Winnipeg City Council request that the Province of Manitoba amend The City of Winnipeg Charter Act to require a one year cooling off period for Members of Council, including the Mayor, in a manner that is consistent with the cooling off period currently in place for provincial officials.*

**Madam Speaker:** Motion No. 2...pardon me? Is it a notice? Okay, excuse me, the motion that I just read out, that is actually notice of motion so it will be at next month's Council meeting on the October agenda.

**Motion No. 2**
**Moved by Councillor Dobson,**
**Seconded by Councillor Schreyer,**

*WHEREAS the City of Winnipeg Procedure By-law No. 50/2007 allows for the calling of special meetings of Council;*

*AND WHEREAS special meetings are occasionally necessary to deal with emergencies and matters that are time sensitive;*

*AND WHEREAS special meetings have been called in order to avoid the requirement for an affirmative vote of 2/3rds of the members present to "walk on" a matter to Council;*

*THEREFORE BE IT RESOLVED:*

1. *That the City of Winnipeg Procedure By-law No. 50/2007 be amended to require a 2/3 vote in order for Council to consider any and all items on a special meeting agenda.*

2. *That the City Solicitor / Director of Legal Services be directed to prepare and submit the necessary amending by-law directly to Council.*

3. *That the Proper Officers of the City do all things necessary to implement the intent of the foregoing*.

**Councillor Mayes:** Could you just clarify that? So it would be for debate here next meeting? It wouldn't be referred to EPC then.

**Madam Speaker:** That is correct.

**Councillor Mayes:** Thank you.

**Madam Speaker:** Motion No. 2 is also a notice of motion. Moved by Councillor Dobson, seconded by Councillor Schreyer and it will appear on the next Council meeting agenda of October 25th. The topic is special meeting requirements. Motion No. 3; moved by Councillor Dobson, seconded by Councillor Browaty. It is an automatic referral to

the Executive Policy Committee regarding studies done by consultants. Now, this is also a notice of motion, correct? Okay, excuse me, notice of motion, next Council agenda.

**Motion No. 3**
**Moved by Councillor Dobson,**
**Seconded by Councillor Browaty,**

*WHEREAS it was recently reported that a second study on the redesign of the intersection of Portage Avenue and Main Street had been ordered at a cost of $70,000;*

*AND WHEREAS it was previously reported that a contract for an initial study of Portage and Main was awarded to Dillon Consulting in 2016 for $116,000;*

*AND WHEREAS neither the 2015 or 2016 Consultant and Single Source Assignment reports that were submitted to Council on May 18, 2016 and July 19, 2017 included the aforementioned studies;*

*AND WHEREAS there may be other unreported studies that were conducted but not submitted to Council;*

*THEREFORE BE IT RESOLVED that the Winnipeg Public Service be directed to report back to Council no later than December 13, 2017 with a list of all studies that cost $35,000 or more, between January 1, 2015 and the present day, and include the following information:*

- *A description of the study;*
- *Date the study was requested and delivered;*
- *Cost of the study;*
- *Department that ordered the study (including Mayor's Office and Chief Administrator's Office).*

**Madam Speaker:** Motion No. 4 is moved by Councillor Dobson and seconded by Councillor Eadie. It is regarding Take Pride Winnipeg Snow Angel Program. This is an automatic referral to the Executive Policy Committee. Councillor Dobson.

**Motion No. 4**
**Moved by Councillor Dobson,**
**Seconded by Councillor Eadie,**

*WHEREAS the Snow Angels program matches high school student volunteers with seniors in need of having their driveways and sidewalks cleared of snow in order to increase the accessibility of senior citizens in the winter months;*

*AND WHEREAS the City of Winnipeg provided Take Pride Winnipeg with $4,982 in seed funding for the implementation Snow Angels program for the 2016 / 2017 winter season, with an additional $7,000 allocated in December 2016 for the completion of the pilot program to cover operational and administrative expenses;*

*AND WHEREAS 154 seniors registered for the Snow Angels program by the deadline date in 2016 with approximately an additional 100 more seniors calling after registration had closed.*

*AND WHEREAS due to the success of the program, Take Pride Winnipeg intends to continue the Snow Angels program but do not have sufficient funding to administer the service;*

*AND WHEREAS at the September 15, 2017 meeting of the Standing Policy Committee on Finance the Winnipeg Public Service reported that the Community Services Department is currently running a surplus of $2,100,000 for 2017;*

*THEREFORE BE IT RESOLVED that a grant of $15,098 funded from the Community Services Department 2017 budget surplus be approved to Take Pride Winnipeg to assist with administering the cost of the Snow Angels program for the 2017/2018 winter season.*

**Councillor Dobson:** Can we deal with this today?

**Madam Speaker:** You can, yes. We'll need two-thirds. So there is a call for suspension of the rules to deal with Motion 4 today. All in favour? Contrary?

**Councillor Dobson:** Recorded vote then?

**Madam Speaker:** Okay. Call for a recorded vote. All in favour of hearing Motion 4 today, please rise.

**A RECORDED VOTE** was taken the result being as follows:

**Yeas**

Councillors Browaty, Dobson, Eadie, Schreyer and Madam Speaker Councillor Sharma

**Madam Speaker:** Those opposed, please rise.

**Nays**

His Worship Mayor Bowman, Councillors Allard, Gerbasi, Gillingham, Gilroy, Lukes, Mayes, Morantz, Orlikow, Pagtakhan and Wyatt

**City Clerk:** The vote Madam Speaker, Yeas 5, Nays 11.

**Madam Speaker:** Okay, Motion 4 will be an automatic referral to the Executive Policy Committee. Okay, Motion No. 5 is moved by Councillor Eadie and seconded by Councillor Wyatt. It's regarding a stakeholder group for vehicles for hire. It is an automatic referral to the Executive Policy Committee.

**Motion No. 5**
**Moved by Councillor Eadie,**
**Seconded by Councillor Wyatt,**

*WHEREAS, hundreds of families, if not thousands of Winnipeggers derive their economic survival from over 400 small businesses in the Winnipeg Taxi Cab Industry or Vehicle for Hire Industry;*

*AND WHEREAS, the Province Of Manitoba has recklessly, if not planned, to unilaterally strip itself of the responsibility for this small business sector with its regulations;*

*AND WHEREAS, the loss of the Taxi Cab Industry is to have a negative financial impact on hundreds of Winnipeg families;*

*AND WHEREAS, a fair competitive environment must exist for all vehicle for hire operators under any new regulatory regime to avoid the deterioration of taxi services in Winnipeg;*

*AND WHEREAS having a stakeholder "working group" to review draft regulations and recommend changes is the best practice to come up with by-laws to regulate the Vehicle for Hire Industry similar to the Mayor's Climate Change Working Group;*

*THEREFORE BE IT RESOLVED that the Mayor and the Executive Policy Committee instruct the Winnipeg Public Service to impartially create a stakeholder working group to work directly with the Public Service on the new regulatory by-law(s) for the Vehicle for Hire Industry, and will, but not be limited to, considering issues around standard taxi cab business license values and considering fair regulation requirements for all Vehicles for Hire working in the industry.*

**Madam Speaker:** Okay, now we'll consider by-laws. I've got it here, thank you. Okay, Motion 6, that was just circulated recently. Do you all have it on your desks? Motion No. 6 is moved by Councillor...I will have it read into the record Councillor Eadie, absolutely. It's moved by Councillor Wyatt, seconded by Councillor Lukes. Mr. Clerk, if you could please read it into the record.

**Motion No. 6**
**Moved by Councillor Wyatt,**
**Seconded by Councillor Lukes,**

*BE IT RESOLVED that the Winnipeg Public Service be directed to report back with a complete and detailed chronology of events, including but not limited to, a detailed inventory of all administrative actions and / or inactions, pertaining to the statement of claim(s) involving the Deacon Water Treatment Plant, including, but not limited to, the events surrounding the City of Winnipeg's failure to meet legal deadlines involving the compensation for deficiencies in the design and / or construction of the said water treatment plant, and that the said report will be supplied to City Council for consideration at its meeting on November 15, 2017.*

**Madam Speaker:** And this is an automatic referral to the Executive Policy Committee. Now, we'll move into by-laws. Mr. Mayor.

**Mayor Bowman:** With regards to Motion 1, this is the…the one that I moved, seconded by Councillor Allard, the intention was that this would go to EPC. Is it…is it possible to…?

**Madam Speaker:** Council has already voted on the motion. We can certainly go back and rescind it. So we would have to ask Council to rescind Motion 1. It was written up as a notice of motion.

**Mayor Bowman:** Understood. You know what, we'll just…we'll leave it and we can always address it at EPC if need be. Thanks.

**Madam Speaker:** Thank you. Now, we'll move into by-laws. Mr. Mayor, under the Executive Policy Committee and noting that by-law 87/2017 is no longer going forward.

## EXECUTIVE POLICY COMMITTEE
## CONSIDERATION OF BY-LAWS

**Mayor Bowman:** Thank you, Madam Speaker. I move that the following by-laws be read a first time: By-law 83/2017, By-law 84/2017, By-law 85/2017, By-law 88/2017 and By-law 89/2017.

**Madam Speaker:** All in favour? Contrary? Carried.

**Clerk:** By-law No. 83/2017, By-law No. 84/2017, By-law No. 85/2017, By-law No. 88/2017 and By-law No. 89/2017.

**Madam Speaker:** All in favour? Contrary? Carried.

**Mayor Bowman:** I move that By-laws numbered 83/2017 to 85/2017, both inclusive, and 88/2017 to 89/2017, both inclusive, be read a second time.

**Madam Speaker:** All in favour? Contrary? Carried.

**Clerk:** By-laws No. 83/2017 to 85/2017, both inclusive, and 88/2017 to 89/2017, both inclusive.

**Madam Speaker:** Mr. Mayor on the third reading.

**Mayor Bowman:** Thank you, Madam Speaker. I move that the rule be suspended and By-laws numbered 83/2017 to 85/2017, both inclusive, and 88/2017 to 89/2017, both inclusive, be read a third time and the same be passed and ordered to be signed and sealed.

**Madam Speaker:** All in favour? Contrary? Carried. Mr. Mayor, on the addendum by-laws for EPC, for the suspension of the rule for the first reading.

**Mayor Bowman:** Thank you, Madam Speaker. I move that the rule be suspended and By-law No. 94/2017 be read a first time.

**Madam Speaker:** All in favour? Contrary? Carried.

**Clerk:** By-law No. 94/2017.

**Madam Speaker:** Mr. Mayor on the second reading.

**Mayor Bowman:** Thank you, Madam Speaker. I move that By-law No. 94/2017 be read a second time.

**Madam Speaker:** All in favour? Contrary? Carried.

**Clerk:** By-law No. 94/2017.

**Madam Speaker:** Mr. Mayor.

**Mayor Bowman:** Thank you, Madam Speaker. I move that the rule be suspended and By-law No. 94/2017 be read a third time and the same be passed and ordered to be signed and sealed.

**Madam Speaker:** All in favour? Contrary? Carried. We will now have Question Period for the Mayor. Councillor Wyatt followed by Councillor Eadie.

## EXECUTIVE POLICY COMMITTEE
## QUESTION PERIOD

**Councillor Wyatt:** Thank you, Madam Speaker. Madam Speaker, today a motion was moved that has been referred now to Executive Policy Committee, moved by Councillor Eadie, seconded by myself, with regards to vehicles for hire. It has not gone unnoticed that there are many members of the taxi community who are here with us today in the gallery. There is, of course, as we know, there's legislation now before the Province of Manitoba pertaining to radical changes potentially for their industry. There's concerns that the City of Winnipeg will be producing a report. The Mayor referenced something last week about a potential report for that industry including, there's concerns that have been raised by the industry, the potential that Winnipeg will be moving to make licenses, their licenses non-transferrable which would basically wipe the value of those licenses out completely, wiping out their businesses. Can the Mayor give us assurances today that that will not be the case in terms of their industry and that there will be an inclusive consultative process ensuring that they have input into whatever any future regulations are pertaining from this council.

**Madam Speaker:** Thank you. Mr. Mayor?

**Mayor Bowman:** Thank you, Madam Speaker and I thank the Councillor for a very timely and important question and I do welcome all those that are here in our gallery that are listening on this discussion. Civic officials are preparing a by-law to regulate the taxi industry including ride-sharing services. The Province of Manitoba, as members of this council will know, indicated earlier this year that they would be moving to download the regulation of taxi's as well as allowing municipalities to permit ride-sharing services through provincial legislation. That bill was delayed in the legislature. It is being heard once again this fall. I have been a public supporter of introduction of innovation, as well as being mindful of the current stakeholders in the industry who, as the Councillor notes, earn a livelihood from and within the taxicab industry. What Winnipeggers are telling me is that they want options, that they want ride-sharing services, and I share those views. I hear Winnipeggers and I'm with them. The City is working with the Province and the Taxicab Board. We've also had discussions with MPI, doing jurisdictional reviews and additional research and undertaking targeted stakeholder engagement. So those engagements with the taxicab industry stakeholders has begun and will be occurring and is very important for that level of consultation for our Public Service to then help inform the debate and the discussion that this council will ultimately have if and when the legislation is passed in the Provincial Legislature. Despite the legislation hanging in limbo, City of Winnipeg is doing its best to prepare in anticipation of it being passed. I want to strongly encourage all provincial legislators to pass this legislation when the legislation session resumes in early October. I would encourage all stakeholders in the current industry as well as those that want to enter into ride-sharing to also have those discussions with members of the Legislature who are, in fact, debating the legislative regime this session. I certainly am mindful that the current Taxicab Board is also the current regulator for the taxicab industry. I know one of our members of Council has recently resigned from that Board. I think that is a…you want an ideal working group, that's it, and unfortunately that voice won't be heard at the Taxicab Board, but I would encourage all members of Council to also communicate with all current stakeholders as well as those that want to enter the…

**Councillor Eadie:** (inaudible)…call your attention to…I'd like you to withdraw that statement. He's accusing me of bailing out on my responsibilities and I'm not…

**Madam Speaker:** Councillor Eadie.

**Councillor Eadie:** You should retract that. You should retract that.

**Madam Speaker:** Thank you. The Mayor has the floor. Please continue.

**Mayor Bowman:** Thank you. I'm just point out that right now that the Taxicab Board does have the jurisdiction to regulate the taxicab industry. I know the member of Council is very passionate about this issue. In my view, that is the current and best working group for matters pertaining to the taxicab industry, but that being said, there are currently stakeholder consultations that are happening that are being driven by the Public Service. Ultimately this council, in anticipation of the bill being passed, ultimately this council will have some very difficult work to do on the regime that we wish to have here in the City of Winnipeg, and I think it's an opportunity for us to debate a very important issue that we

can effect positive change in the community. I am very mindful of the current stakeholders and that's why that current consultation with the current industry is absolutely vital to the work that this council will ultimately be doing. Thank you.

**Madam Speaker:** Thank you, Mr. Mayor. Councillor Wyatt, second question.

**Councillor Wyatt:** Yes, thank you Madam Speaker. My second question is specifically this. Everybody's in favour of competition and options. Everybody's also in favour of supporting local small business in our city today. Would the Mayor keep an open mind, knowing full well that this motion was only presented today and the Mayor's only had an opportunity to see it today? Would the Mayor keep an open mind to consider the option of creating, similar to what was done with the Climate Change, a working group that would be made up of industry, indeed made up of Uber as well to be on the working group, but a working group that would work directly with our Public Service to be able to come up with the regulations that would be required in the event that the Provincial Legislation passes. Would you be able to…would you be prepared to just…I'm not even asking for a commitment to the working group but to keep an open mind for the working group.

**Madam Speaker:** Mr. Mayor.

**Mayor Bowman:** Thank you for a very diplomatic question. Certainly we should all…we should all keep an open mind on this issue and that includes all members of Council and I will do the same as well. Thank you.

**Madam Speaker:** Thank you. Third question, Councillor Wyatt.

**Councillor Wyatt:** Thank you. Would the Mayor be prepared to meet with the industry to discuss this matter prior to it arriving at EPC so that there could be a dialogue even before having this motion presented to your committee?

**Mayor Bowman:** Right now, I believe the best consultation that current industry stakeholders should be having is at the Province. Right now the Provincial Government is debating the bill that would change the regime for our benefit. That is the appropriate body at this point in time for that level of consultation. That being said, the Public Service is contacting industry stakeholders. I have had discussions with the…with current stakeholders as well, and I expect that those conversations will be ongoing and I do welcome them, and I would encourage all members of this Council to have similar dialogue as well. I'd also encourage all members of Council to have dialogue with those that are in favour of ride-sharing services, those that want to see increased choice for consumers, that want to see improvements to not only the current taxicab service for our citizens but also concerns that they may with regards to the introduction of ride-sharing services that we've seen in other jurisdictions, and I think we can learn from other jurisdictions, I think we can learn from what we've seen across Canada and I would encourage all members of Council to have those conversations and also to keep an open mind on something that I think we can effect some real positive change here at City Hall.

**Madam Speaker:** Thank you. Next speaker is Councillor Eadie.

**Councillor Eadie:** Madam Speaker, I rise to…in terms of the vehicle-for-hire industry Madam Speaker, one should first of all, and I would like to Mayor to acknowledge this and explain his position about ride share, because Madam Speaker, if one understood the vehicle-for-hire industry and understood Uber's vehicle-for-hire offering, one would know that actually, the Taxicab Board of Manitoba right now does not regulate true ride-share offerings. As we heard on CBC not only a couple of weeks ago, we heard about a real ride-share thing that started up, where people are sharing the cost and sharing a motor vehicle. That is ride-share Madam Speaker, and therefore we are talking about the vehicle-for-hire and some of the ideas in the MMP Report, which our administration is looking at and implementing Madam Speaker, explaining that they're saying that well, we'll give you…we'll give the metered taxicabs the right to all the taxicab stands and the airport, Madam Speaker. That is a small portion of all the taxi trips in this City of Winn…in this city, but Madam Speaker, I'm wondering if the Mayor is even aware that that kind of implementation in Edmonton doesn't really work because what it does Madam Speaker is it takes away consumer choice. I can't book an Uber or I can't use Duffy's or I can't use this when there's a taxicab stand, Madam Speaker. And so, this kind of implementation that they're basing on from an MMP recommendations that are faulty Madam Speaker, is the Mayor just willing to not have a working group of people who actually know and understand the industry to come up with something they can live with Madam Speaker as the existing industry understands. Uber is coming, that's fine, but let's have a fair competitive field and you can only achieve that like a working group like they did with Rapid Transit where you had…

**Madam Speaker:** Your question, Councillor Eadie? Yes, thank you. Mr. Mayor, there was a question in there. Would you re-state the question, Councillor Eadie?

**Councillor Eadie:** I'm sorry…

**Madam Speaker:** The main question.

**Councillor Eadie:** Actually. Sorry. Actually I'll go to the question. Can he please explain why he keeps saying "ride-share" Madam Speaker, because I just explained what Uber's business is. It's a vehicle-for-hire business that operates somewhat differently than the regular metered taxi service.

**Madam Speaker:** Mr. Mayor?

**Mayor Bowman:** If the question is why am I referring to "ride-sharing"? Ride-sharing…

**Councillor Eadie:** (inaudible)

**Madam Speaker:** Thank you. Councillor Eadie. Thank you for the question and let's allow the Mayor to answer.

**Mayor Bowman:** My understanding is the legislation that the Provincial Legislature is debating is the vehicles for hire. "Ride-sharing" is a commonly used term to discuss new service offerings in other cities. If the question is, why do I refer to it as that, is that is the term that many people are using as ride-sharing services.

**Madam Speaker:** Thank you. Councillor Eadie, second question.

**Councillor Eadie:** Madam Speaker, I would like to ask the Mayor if it is not open government to actually establish a stakeholder working group to work with the Administration to establish regulations that everybody can live with as the industry, existing industry, understands Uber's coming.

**Madam Speaker:** Mr. Mayor.

**Mayor Bowman:** Madam Speaker, the Provincial Legislature has not passed legislation downloading the regulation of taxi services nor permitting the use of ride-sharing services to municipalities across Manitoba. We are being very pro-active as a city government in doing that pro-active research, and that's what the Public Service is doing right now. The Public Service is also contacting key stakeholders and once that is completed, this council will ultimately decide on the next steps for the City of Winnipeg. Along that way, there will be further discussion. The member of Council, Councillor Eadie's position on ride-sharing is very well known, and I respect his views. We obviously disagree on the introduction of ride-sharing services. I respect that and there'll be lots of opportunity for a good healthy debate when and if the legislation is passed in the Provincial Legislature, and once our Public Service has conducted that initial research. Thank you.

**Madam Speaker:** Thank you. Councillor Eadie, final question.

**Councillor Eadie:** Madam Speaker, I'd like the Mayor to please explain to me how he can order the Administration to prepare for something that actually hasn't been passed if that's his position.

**Madam Speaker:** Thank you. Mr. Mayor.

**Mayor Bowman:** You know, the Public Service, sometimes when members of Council have an issue that is somewhat time-sensitive, there is criticism of the Public Service because they haven't done the research. That research is happening by our Public Service, is being conducted by Dave Wardrop and Michael Legary, our new Chief Innovation Officer. That research is important, it includes cross-jurisdictional research on the experience in other Canadian cities, and other lessons that we can learn about the proper implementation of taking over the regulation of the taxicab industry as well as the introduction of ride-sharing services, and so the Public Service is doing that research. Once the legislation is passed, that research will have to form the basis of an administrative report for this council to consider and this council can make whatever decisions is so chooses at that time, and I thank the Public Service for doing that work. I appreciate the fact they're trying to get ahead of what they are anticipating we are going to be asking them to do in due course. I am mindful of the fact that the current legislation that's being tabled contemplates a February 2018 date at which time municipalities across Manitoba would assume the jurisdiction that is now under the Provincial Taxicab Board regime. That is a tight timeline, and so it is entirely appropriate for the Public Service to begin that research so that when and if that legislation passes the Provincial Legislature, that the quality of advice and information that the Public Service brings forward for this council's consideration can be as good as possible. Thank you, Madam Speaker.

**Madam Speaker:** Thank you, Mr. Mayor. Councillor Browaty followed by Councillor Gillingham.

**Councillor Browaty:** Thank you very much, Madam Speaker. We know the Province will be passing legislation in regards to rides-for-hire. We know we will be the body that has to oversee these types of regulations. We know the City has already started this work and you just recognized that the timelines are very tight. Why don't you commit today to meeting with the taxi industry?

**Madam Speaker:** Mr. Mayor.

**Mayor Bowman:** I think a good place to start would be for me to meet with Councillor Browaty if he has questions on this. I'm more than happy to meet with him at any time. As I've indicated that I have had discussions with various members of the taxicab industry. Our Public Service is tasked right now. They are consulting with industry stakeholders. I think that's appropriate and like I said, I would encourage all members of this council to have dialogue with the existing taxicab industry as well as participants who want to be involved with ride-sharing including myself, and I'm open to that.

**Madam Speaker:** Councillor Browaty, second question.

**Councillor Browaty:** Will the Mayor then today commit to meeting with the taxicab industry in the next 14 days?

**Madam Speaker:** Mr. Mayor.

**Mayor Bowman:** I'm going to keep an open mind about such meetings. Like I said, right now I'm focused on supporting the efforts of the Public Service to have that dialogue with the industry. You know, I understand that there is many different views on this council. My position has been very clear. From the State of the City address and even before then, the introduction of innovative technologies in Winnipeg, especially when it comes to vehicles-for-hire or ride-sharing services, is something that I strongly support. I've been very public, I've been very open, I've been very transparent. I would like the Province of Manitoba to pass the legislation as soon as possible, and I look forward to hearing from our Public Service on the research that they're currently undertaking. I thank Dave Wardrop and Michael Legary for their efforts as well as all others in the Public Service, and I would encourage, if Councillor Browaty is passionate about this, I'm more than happy to meet with him at any time.

**Madam Speaker:** Final question, Councillor Browaty.

**Councillor Browaty:** Okay, if I participate in this meeting, would you be willing to meet with the taxi industry as well as myself in the next 14 days?

**Mayor Bowman:** If he's asking for a commitment to meet with, I'm not sure whom, within a certain time frame, I'm not going to make that under Question Period. I will keep an open mind to that. My primary focus right now is supporting the work of the Public Service to conduct their stakeholder consultations, and I look forward to hearing that.

**Madam Speaker:** Thank you. Councillor Gillingham.

**Councillor Gillingham:** Thank you, Madam Speaker. I appreciate the Mayor's commitment to support the Public Service in this ongoing work with the stakeholder groups. I'm just wondering, the figures, I think the Provincial Government, you know, made available earlier this year indicate that the Taxicab Board ran a deficit of about close to $500,000 (inaudible) $500,000 in its process of its regulation. As the Chair of Finance no doubt, there is concern that now that the Province is potentially, if they pass the legislation, downloading this to the City, then it would cost the City, so I know I had initial discussions with the Mayor on that. There's a concern as well, so I guess, can the Mayor comment on what steps are being taken by the Public Service in their analysis to ensure that when, if and when the City is responsible for regulating all vehicles-for-hire, taxicabs and others if that's the case, what steps are being taken to mitigate the potential cost to the City so that when it's all said and done, this regulation will be cost-neutral to the taxpayers.

**Madam Speaker:** Thank you. Mr. Mayor.

**Mayor Bowman:** Thank you, Madam Speaker. Through you, thank my council colleague for the question, especially in his capacity as Finance Chair. It's a good question to be raising. This is one of the questions I hope and expect will be addressed in the administrative report, and I look forward to turning our attention to that as a Council when that report comes forward.

**Madam Speaker:** Thank you. Councillor Lukes.

**Councillor Lukes:** I'm just wondering if the Mayor is aware, I sat on the Rapid Transit Advisory Committee for Phase 1 with the Public Service. Through the dialogue that resulted from the Advisory Committee, fundamental changes were made to the construction of Phase 1 of the Rapid Transit Corridor in the design and in aspects of active transportation. Those changes resulted in a much better end product for Rapid Transit Phase 1, and through that committee, through the dialogue with the Public Service, with that committee, we ended up with a better product. I'm very concerned that the Mayor is not open to this advisory committee, and I'm just wondering if he was aware of Phase 1 and the benefits that came out of having an advisory committee with the Public Service.

**Madam Speaker:** Thank you, Councillor Lukes. Mr. Mayor.

**Mayor Bowman:** I'm just wondering if the member of Council can clarify an advisory committee on first phase Rapid Transit is…just want to get some clarity on that.

**Madam Speaker:** Councillor Lukes.

**Councillor Lukes:** Yes, there was an advisory committee for Phase 1 of Rapid Transit from downtown to Osborne.

**Mayor Bowman:** Umm. Councillor Lukes would certainly be more knowledgeable on the first phase of Rapid Transit. I know her…she's spoken more recently about her work in lobbying here at City Hall in advance of becoming a member of Council. As the former Chair of IRPW during the first two years of our term, obviously we've been putting our attention to securing the funding and building the construction of the second phase Rapid Transit, so I would be more than interested to hear more information about this advisory committee that was in place during the last term that went before we were all elected. So I look forward to hearing more information from her on that.

**Madam Speaker:** Thank you. Councillor Schreyer followed by Councillor Dobson.

**Councillor Schreyer:** Thank you, Madam Speaker. We've heard today, this is a difficult situation. We're waiting for the Provincial Legislation to give us direction at the same time. The Administration is anticipating what's going to happen, so we don't exactly know. Nonetheless Madam Speaker, given that situation of waiting for the Provincial Legislation yet anticipating what are we doing. Madam Speaker, the question for His Worship is, have we hired a consultant such as Meyers Norris Penny to assist the Administration at this point before the Provincial Legislation has come through.

**Madam Speaker:** Mr. Mayor.

**Mayor Bowman:** That's a question that should be directed to our CAO. I'm not aware of such…such…like a consultant, but that is a question that I would encourage him to direct to our CAO.

**Madam Speaker:** Thank you. Second question, Councillor Schreyer.

**Councillor Schreyer:** It's on another issue, regarding the issue of changes to the regulations of the taxicab industry. His Worship does use the term "time-sharing", and I'm aware of "time-sharing"…

**Madam Speaker:** Your question, Councillor Schreyer.

**Councillor Schreyer:** Well, to what percentage or to what proportion of car-for-hire would be…or what is it. Do we know, or what do we know in terms of what proportion car-for-hire services are ride-sharing?

**Madam Speaker:** Mr. Mayor.

**Mayor Bowman:** "Time-sharing" is not a term that I recall using.

**Councillor Schreyer:** Ride-sharing.

**Mayor Bowman:** Perhaps the Councillor could clarify his question.

**Madam Speaker:** Would you like to re-state the question?

**Councillor Schreyer:** Sure, "Ride-sharing". I thought I had said ride-share.

**Madam Speaker:** I believe you said that.

**Councillor Schreyer:** What proportion of car-for-hire services are ride-sharing? I'm not sure how this fits in to the car-for-hire services that we're dealing with here on the municipal and provincial level.

**Madam Speaker:** Mr. Mayor.

**Mayor Bowman:** Madam Speaker, I'm not really clear on the question, but I anticipate that the question will be best answered once an administrative report comes forward so that we can look at what's being recommended for this council and the Councillor and all members of Council will have an opportunity at that time to debate the number of vehicles-for-hire, the number of taxicabs. Those are…those are obviously questions that this council will have to turn its attention to.

**Madam Speaker:** Thank you. Okay. Councillor Dobson.

**Councillor Dobson:** Thank you, Madam Speaker. I have rather a simple question. My question to the Mayor would be, have you met with any representatives from Uber in the last two years?

**Madam Speaker:** Mr. Mayor.

**Mayor Bowman:** Yes, I have had an opportunity early in our term to have, I believe, one meeting here at City Hall with representation from Uber. I've also taken a look at other ride-sharing services offered in other jurisdictions. There's a bit of a hybrid model that is in…is in Montreal and they have a model that uses virtual licenses using Kesslers and so essentially there's, I think there is something like 50 licenses that are…that are provided while one car is being charged the license virtually is accessible to others. They had an amendment, I think it was a pilot program in their provincial legislation that enabled it, and so I'm certainly open to seeing and learning from other jurisdictions. That's why I think it's important that the cross-jurisdictional research that's being undertaken by the Public Service is really important for all members of Council. Certainly, but to answer the question, yes I have.

**Madam Speaker:** Thank you. Councillor Wyatt.

**Councillor Wyatt:** Yes, I'm wondering if His Worship could give us an update on the motion that went to Council last July which Council voted on, I believe, unanimously, on the infrastructure file namely, I think it was $185 million for regional streets that we asked the Provincial Government to sign off on this. We've been hearing analysis from the Provincial Government for funding on other items such as the Conservancy Gardens, the Assiniboine Park. They have money for that, but just as important we need to ensure that we have dollars for our regional streets. This motion was passed by Council in July. Could the Mayor give us an update on what's been happening and are we going to get a response from the Province of Manitoba, hopefully soon, so that we can plug that program into our 2018 Capital Budget to fix our regional streets, which are, of course as we know, in dire need of repair across the City.

**Madam Speaker:** Mr. Mayor.

**Mayor Bowman:** Through you, I thank the member of Council for the question. The Councillor is correct. This council unanimously passed a motion for an accelerated regional road program. I applaud the foresight of previous councils to introduce the dedicated one percent property tax increase each year that is dedicated to regional roads, an additional one percent for local roads. That is part of the reason why we've been able to move our roads funding budget to historic levels. I want to thank, of course, Councillor Morantz for his work and his leadership on managing so much construction, but we all know it's not enough. Fixing our roads is the number one issue for Winnipeggers, and with regards to the topic that I know we've canvassed a lot today on ride-sharing and taxicabs, they all drive on the roads. So regardless of how that debate goes, they need smooth roads to earn a living, to drive safely on, and we need to fix the regional roads. This program is one which is attempting to access Federal dollars, and that's a very important point for those watching. We're not asking for incremental increases from the Provincial Government, but the way that the Federal program is structured, like many, you have to apply through the Province and the Province needs to support it and make that request on our behalf to the Federal Government. The Accelerated Regional Roads Program is one that I'm very proud that this council unanimously supported. That request has been made to the Provincial Government. I've had a number of meetings, more recently with Minister Jeff Wharton. I appreciated his willingness to meet on it, his willingness to move this matter forward. We still have yet to receive a formal indication from the Province of Manitoba of full support for us to be able to access every eligible dollar of that program. The request was for $182 million. Of course we want to be able to access every eligible dollar under the Federal program, and we look forward to receiving the public support from the Provincial Government that they're working collaboratively with us to support that program and of course the formal acknowledgement that they do, in fact, support it and make the request to the Federal Government on our behalf. Winnipeggers…the Winnipeggers that I speak with, certainly appreciate the efforts that we've put in to fixing our local

and our regional roads. This would take it to an entirely new level of road repair, something that is badly needed in our city. Thank you, Madam Speaker.

**Madam Speaker:** Thank you, Mr. Mayor. Councillor Browaty.

**Councillor Browaty:** Thank you, Madam Speaker. This summer we've seen almost ideal conditions for road construction; very dry conditions and projects have been getting done early and on time. Last year, we had the opportunity to accelerate our 2017 program in 2016. When we saw that the weather was good and projects were getting done early and was probably favourable pricing conditions available this year, did the Mayor consider getting a head start on 2018 projects this summer?

**Madam Speaker:** That ends Question Period unfortunately.

**Mayor Bowman:** I can follow up with you (inaudible).

**Madam Speaker:** Thank you. Moving on with our agenda is the Standing Policy Committee on Water and Waste, Riverbank Management and the Environment. Councillor Mayes, the Chair, on the report dated September 11th.

## REPORT OF THE STANDING POLICY COMMITTEE ON WATER AND WASTE, RIVERBANK MANAGEMENT AND THE ENVIRONMENT DATED SEPTEMBER 11, 2017

**Councillor Mayes:** I'll move the report dated September 11th, it is only one item.

**Madam Speaker:** Okay. All in favour? Contrary? Carried. Just one moment. There are no motions, no by-laws, we'll now have Question Period for Councillor Mayes. Any questions for the Chair? Councillor Wyatt.

## STANDING POLICY COMMITTEE ON WATER AND WASTE, RIVERBANK MANAGEMENT AND THE ENVIRONMENT QUESTION PERIOD

**Councillor Wyatt:** Could the Chair give us some understanding of the North End Treatment Plant and how the price has inflated the way it has in the period of time that the reporting has been going on as we learned recently in the last month.

**Madam Speaker:** Councillor Mayes

**Councillor Mayes:** I suppose that could be directed to Councillor Gillingham as Chair of Finance as well, or alternatively, in that it's Finance that, of course, does the quarterly reviews of the cost inflations. The simple matter is that it's the biggest capital project in the City's history. What percentage is due to the Provincial Government and what percentage is due to growth in the City I think is still a source of debate. The cost escalation is something that's been discussed many times I think at Finance, but in terms of the actual details of, you know, which clarifier or which building or which contract, frankly the Finance Committee has had more to do with that than the Water Committee. I do hope still to have a debate on the floor of Council to discuss our position. We have not had that during the life of this council and I think that would be fair. I see media reports of people taking different positions within the City…nitrogen issues, phosphorus issues, chlorine issues…sorry, not chlorine but rather ammonia issues. I do feel I would like to have a debate of that. There may be people who come down a different way on that than what I would, but I think it's appropriate for this council over the course of its life span to have those discussions publicly.

**Madam Speaker:** Councillor Wyatt.

**Councillor Wyatt:** Just in the last budget, the decision was made by the department which this council endorsed to merge the budget sheets between the bio-solid program and the actual upgrade of the North End Treatment Plan into one page. In light of the fact that the program has gotten so massive and large, would it not be wise to reconsider that decision so that we could have better accountability on the two separate projects which are the same but different?

**Madam Speaker:** Councillor Mayes.

**Councillor Mayes:** I think that might have occurred in the budget before this last one. Certainly, you're right. At some point, the page that was bio-solids disappears from the capital book and it's merged into the page that deals with the North End Plant. I don't think having two separate pages would somehow increase the accountability or the transparency. We have had, at the Water and Waste Committee, numerous discussions on the bio-solids including at the most recent meeting. As I have before, I want to commend the Mayor for creating this committee. Previously, the water issues were usually at the end of the agenda of Public Works and after four hours of debating, you know, crosswalks and stop signs, the exhausted members would get to the billion dollar issues on the water, so now it's got its own committee where it's the major issue. The bio-solids, $200 million program. As I've said before, you do a $200 million BRT line and you get months of debate, people coming out. You do a $200 million bio-solids project and nobody pays any attention, so we have had a number of discussions of that at the Committee; the Struvite, the mineral that's been extricated, potential marketing opportunities there. The very interesting land application process that we're engaged in now, public consultation, some good work by Morgan Vespa and our other Civil Service folks in doing the public engagement. Interestingly, outside the City boundaries, so we're off into the R.M. of McDonald doing this pilot project with the bio-solids. So I think we are actually have really tried to call attention to that bio-solids project more in the past year than previously. We have had that discussed at a number of occasions at the Water and Waste Committee, however, yes, the monthly, quarterly updates…I'm looking to Councillor Gillingham here…quarterly updates on the North End Plant have traditionally flowed through the Finance Committee. Ultimately, awards for the work come back to the Water Committee, but the, sort of, month…well, the quarter-to-quarter updates on cost issues do go through Finance Committee.

**Madam Speaker:** Councillor Schreyer, final question. Pardon me, Councillor Wyatt.

**Councillor Wyatt:** We've got the same hair-do. Is the…when will we have the…an idea of what the impact will be on the rates to our consumer with the growing capital project program? When will we have that information available in terms of the direct impact which, as we know, happens with the rates to our capital program and water and waste? When will we have that?

**Councillor Mayes:** I think we have that data. I think we had that debate, I'd say earlier this year in terms of the three-year plan. Previously, it had been a one-year setting of rates. We moved to a three-year setting of rates in about 2013 I believe or 2014. That's meant to give some predictability, some planning scope to the people in the Water and Waste Department, so I think we have had that debate. We have had…in fact, as you know, that item was actually held over during the last budget for a special meeting of the Water and Waste Committee just to look at that whole issue of the rates. As I said, at the time, people who wanted funds re-allocated needed to come forward with some savings. Nobody did, in fact people came forward saying you should be spending more, so we would all like the rate increase to be lower, but to be clear, much of the rate increase is due to requirements imposed by the licensor. The licensor is of course the Provincial Government in this case. Are those good scientific practice? Are those good environmental practice? I think that's a healthy debate to have. Different people might come down in different places on that. It's still…I mean it is a huge capital requirement. I don't want to make light of it. It's over a billion dollars. It's the largest capital project in the history of the City of Winnipeg, but you know, we should have that debate. It is…I wish to emphasize though…not something over which we have exclusive control. I know with the Mayor and the CAO have expressed their concerns. I have done some of the same with Minister Squires about the enormity of the project but I think it's…I think it is appropriate to have some of those debates. People here may say no, we want the billion dollar project or people here may say no we want some lesser version, but certainly, in terms of the rate setting, I feel we had the disclosure and the justification for the reason for the rate increase, much of which lies at the…at the feet of the Provincial Government in terms of the licensing requirements. Not all of it. I want to be clear. Certainly as Councillor Lukes has pointed out, the Hemson Report talked about some of the cost of North End being due to growth in the City, but the vast majority of the costs would lie with the requirements of the Provincial Government.

**Madam Speaker:** Councillor Gillingham, you now have the floor.

**Councillor Gillingham:** Thank you Madam Speaker, and express appreciation to Councillor Mayes for yes answering the many questions that probably, some of which…it's the information that comes through Finance, so I'll attempt to ask an informed question as an "are you aware" to the Councillor. Are you aware that the Class 5 estimate was $795 million and consistently, at the quarterly updates to Finance, is the Councillor aware that the department consistently expressed a concern or a thought that that would climb, and are you aware that that move from a Class 5 to a Class 3 is on-going and the Class 3 estimate, they trust, the department expects to be prepared by July 2018 with an updated cost, but even in their initial analysis from moving from a 5 to a 3, is the Councillor aware that that's where they've said, you know, the project is very likely to go over a billion dollars, and I was going to ask is the Councillor aware that the vast majority of the lion's share of the cost are related to meeting, the cost for the upgrades are related to meeting the provincial regulation, stringent regulations on nutrient effluent but is he aware that that question was asked directly of the

department at the last Finance meeting and their answer was indeed that most, the vast majority of the cost of the upgrade are related to meeting the provincial requirements.

**Madam Speaker:** Councillor Mayes.

**Councillor Mayes:** I am aware of the billion dollar price tag and the different class estimates, but thank you to my colleague for clarifying some of that, and anticipating Councillor Lukes, who has raised this before, yes the…a quarter of the cost, I think, in the Hemson report was attributed to growth in the city in terms of the North End Plant. I think…certainly the lion's share of the cost though, to use your metaphor, the lion's share of the cost is attributable to what the Provincial Government is imposing as licensor. Is that bad public policy or good public policy, I think we can…we can and should have that debate. I think there's a lot of concern about Lake Winnipeg around this table and how best to get the bang for the buck in terms of what we're spending I think is a good debate to have. Part of my mandate letter as well as dealing with the health of the rivers, obviously this had some impact on that as well in terms of…in terms of the…what comes out of the City to go into the Red to go up to Lake Winnipeg.

**Madam Speaker:** Thank you. Councillor Lukes, you're next. Councillor Lukes.

**Councillor Lukes:** Yes, so beginning, well next week, we start with two new contractors for garbage pickup and recycling and yard waste. So the new contractors have contracts for approximately 24.7 million, substantially more than the $18 million waste pickup that has been costing taxpayers previously. Do you…I imagine it will be through the budget process that we'll hear the final result of, if there'll be any changes in the cost of garbage and recycling and yard waste pickup. Do you anticipate…what do you anticipate in all of this from the standpoint of increasing cost to homeowners with this new…with the new contractors?

**Councillor Mayes:** I anticipate a robust discussion within the budget process of…this is interesting stuff because part of it is on the property taxes and part of it, as you know Madam Speaker, is on the household fee. The household fee applies to roughly 200,000 households. It does not apply to multi-family units. Obviously, property taxes do. There's an interesting debate there in terms of how should we apportion what increase, if any, would be necessary, so that will be a budget item. You know, Councillor Eadie has spoken here…he's not here. Councillor Eadie has spoken many times about frontage levy, about fees. Other people have taken different positions. It's going to have to be a debate that we have in terms of where can we find the money? It is a mathematical comment by Councillor Lukes that we approved the low bid on the east side and the second lowest bid on the west side because we didn't want the same firm delivering on both sides, so we very consciously went with two different corporations. We did not bring it in-house, we went with two different corporations, deliver one on each side of the Red, roughly speaking, that's the boundary, so we did take the lowest bid and in the other case we took the second lowest bid because we didn't want the same firm on both sides. So we're trying to set up a new system with two different delivery agents in case there are problems with one. You have some flexibility, some ability to cover with the other. Obviously with the seven year contracts, labour unions can organize those if they see fit to go out and organize. We've had that debate here, but in terms of what the cost will be, we'll have to see how that works through the whole budget process and obviously there is a debate to be had. Most of us, myself included, the majority of us were not here when that previous model came in with the household fee, but I'm sure we'll have a debate as part of the budget in terms of what cost implications there are, if any.

**Madam Speaker:** Thank you, Councillor Mayes. Next is Councillor Wyatt. You had your hand up again?

**Councillor Wyatt:** No, I'm okay.

**Madam Speaker:** You're done now? Any further…

**Councillor Wyatt:** Thank you. Thank you, Madam Speaker. Sure, why not. "Are you aware" question. Are you aware that Councillor Browaty, through his leadership for the Red River Basin Commission and other members of Council are working on, coming forward with an idea to assist with the Netley Creek project, which is to try to turn around Netley Creek Marsh and save Netley Creek Marsh, because Netley Creek Marsh is the largest inland marsh in North America apparently, and it is dying, and if it is saved though, if it can be saved, it actually will…are you aware it actually can remove the equivalent amount of nutrients as all of the water treatment plants built by the City of Winnipeg together, and so this is an initiative that is going to be coming forward shortly where we're going to try to move suspension of the rules to allow funding to help them out. They're applying through Federal funding and everything else.

**Madam Speaker:** Thank you. Councillor Mayes.

**Councillor Mayes:** I was not aware of that. We certainly do try and do some work…I think we've done a pretty good job in this term on some of the smaller rivers. I know that Councillor Lukes has put a lot of effort in on the La Salle;

Councillor Allard and I have put some effort in on the Seine River, so look forward to hearing about the Netley project. We have given…you know, we continue to give money to a number of different groups, Save our Seine, Lake Winnipeg Foundation…I think it's the Lake Winnipeg Research Foundation, not the Lake Winnipeg Foundation. I stand to be corrected on that in terms of grants, so you know we'll…obviously I can't comment on something I haven't seen but thank you for making me aware of that.

**Madam Speaker:** Thank you, Councillor Mayes. And that concludes our question period. Next is the Standing Policy Committee on Innovation. There is no report, no motions and no by-laws. Do we have any questions for our Chair, Councillor Gilroy? Seeing none, moving on to the Standing Policy Committee on Property and Development, Heritage and Downtown Development.

## REPORT OF THE STANDING POLICY COMMITTEE ON PROPERTY AND DEVELOPMENT, HERITAGE AND DOWNTOWN DEVELOPMENT DATED SEPTEMBER 19, 2017

**Councillor Wyatt:** Madam Speaker, I have to declare a conflict for Item No. 1 and leave the room.

**Madam Speaker:** Thank you. Councillor Orlikow, will you…?

**Councillor Wyatt:** But I need to step down…sorry. Need to step down Items 12 and 13.

**Madam Speaker:** Okay, 12 and 13 have been pulled. Okay. All in favour of items...pardon me. Councillor Orlikow, go ahead.

**Councillor Orlikow:** Sorry, had to jump out…that's fine. Sorry, just…I move Items 1 through 15 be received.

**Madam Speaker:** One through 11. We pulled 12.

**Councillor Orlikow:** Oh, I do that, now you can pull it out.

**Madam Speaker:** Yeah, okay. Twelve and 13 have been pulled. Councillor Eadie.

**Councillor Eadie:** Madam Speaker, just a point of order. When somebody declares a conflict on one report…

**Madam Speaker:** That's right…we're going to…

**Councillor Eadie:** Usually, it's stood down and then…so I think we are voting 2 to whatever.

**Madam Speaker:** But there's others that are stood down, what is your number, Councillor Eadie?

**Councillor Eadie:** No, no. The point of order is Councillor Wyatt declared only a conflict on Report No. 1 which means it's stood down and that's voted separately. I just heard Councillor Orlikow moving reports 1 through...and I think that's wrong.

**Madam Speaker:** Okay, so Councillor Orlikow, go ahead and move two...

**Councillor Orlikow:** I'll move 2 through 15. Thank you for…14, sorry.

**Madam Speaker:** Okay, now, let me know what you would like to stand down. Councillor Eadie?

**Councillor Orlikow:** I just moved 2 through 14 and then I was pulled off already.

**Madam Speaker:** Twelve and 13 have been stood down. Are there any others at this time? Twelve and 13. I heard 15. Thank you. Let's move along here. Which other items would you like to stand down today? Councillor Dobson?

**Councillor Dobson:** Madam Speaker, I think the issue Councillor Eadie was talking about was that we should deal with No. 1 so that Councillor Wyatt could come back.

**Madam Speaker:** We will, but okay.

**Councillor Dobson:** Okay, sorry.

**Madam Speaker:** Okay, let's deal with Item 1 then and we'll go back, sure. Mr. Clerk, Item 1.

**Item 1 – Subdivision and Rezoning – 1600 Ravelston Avenue West – DASZ 8/2017 [c/r DAV 109188/2017D]**

**Madam Speaker:** Councillor Orlikow, do you wish to introduce the item?

**Councillor Orlikow:** No.

**Madam Speaker:** Any other speakers to Item 1? Councillor Orlikow, do you wish to close? I can call the question? I will call the question on Item 1. All in favour? Contrary? Carried. Let's get Councillor Wyatt back. Councillor Orlikow, go ahead.

**Councillor Orlikow:** I'll move Items 2 through 15 once Councillor Wyatt gets back. Correct? Super, great.

**Madam Speaker:** Twelve and 13 have been pulled, any other items? Okay. So we have Items 12 and 13 that are stood down, are there any…no others. Mr. Clerk, Item 12.

**Item 12 – Local Area Planning Initiatives for 2017 – 2018**

**Madam Speaker:** Councillor Orlikow, do you wish to introduce the item?

**Councillor Orlikow:** Just want to announce that it's an annual report that we get and I look forward to hearing what the comments are and I'll respond accordingly.

**Madam Speaker:** Councillor Wyatt, Item 12.

**Councillor Wyatt:** Yes, I just wanted to speak to a couple of items on the report supporting the report. The two items or three items I guess I want to speak to is the corridor planning, the eastern corridor study and the infill strategy. I'll start with the eastern corridor study. I just want to thank the public service for their work on the eastern corridor study David Patten and his team. Recently, they were at the Transcona Community Network speaking about the work that they are doing. This is extremely important to the future of rapid transit in our city. This is to determine the route of the rapid transit line to the eastern side of the city and where it will actually cross the river. And, of course, that crossing will be absolutely crucial pertaining to future rapid transit lines not just the eastern corridor but also the north-eastern corridor and the south-eastern corridor. And until it can get across the river, there will be no rapid transit on the east side of the river and what's important about the study as well, I just point out to members of Council is that the RFP that was put out asked for the study to report back concurrently, all together, with regards to its findings on Louise Bridge and the Statacona line which are the route north of Louise Bridge. So it's an important study. It will…the Louise Bridge, which is in okay condition, one of our oldest bridges, if not the oldest in the city, is in need of repair and also at full capacity if not beyond. And so, with the growth on the eastern side, we know we're going to have to do something about the Louise. There may be an opportunity to combine projects. There may be opportunities with regards to, of course, this has direct impacts or benefits to South Point Douglas and the potential there or benefits potentially and depending on the location of the eastern corridors, St. Boniface. So it's an important study. And it's extremely important, the public service indicated initially, that the criteria for determining how they're going to rank the corridors is going to be coming to Council. It was supposed to have been at Council in September. I don't know where it's at right now. I'm assuming it's going to be back...it's obviously not here today so hopefully it will be here in October. They have indicated that publicly that they will bring in that criteria forward and to the community. And so that's I think a welcome thing because I think it's crucial that we have a criteria. We did not have a...voted on approved Council criteria for the southwest rapid transit corridor and I think there has been some debate and consternation about that. I think the fact that you have a criteria and you empower the public service through their consultation process through their engineering work that they do for this, it will assist us in finding that corridor without…or try to minimize the rancour that can sometimes come with it. And this has been a practice, by the way, they are simply adopting practices…best practices that have been used in other cities in Canada, such as most recently, Edmonton. So these are examples...this is a…so this is a great study that's under way being spearheaded by the public service and I think it's great that we are seeing this happen so I want to encourage the public who are interested in this issue to get engaged. There is online surveys. They've had pop up consultations in the community which is terrific, and to really get engaged with this because ultimately for in the case of the eastern corridor, we have really two hurdles. We have a failed intersection called Regent and Lagimodiere which is completely beyond capacity, it can't handle any more traffic. So you are left with a scenario where you are either building a massive, massive grade separation system at Regent and Lagimodiere which ultimately will only move the congestion to the next set of lights or you are looking at trying to make a modal shift to get past that intersection. And that modal

shift hopefully will be an alternative system such as rapid transit. One of the key recommendations I would add that we made as a committee, Councillor Gerbasi was part of it, Councillor Pagtakhan was part of it was on the south east…south western rapid transit corridor. One of the key recommendations at the time was don't build just part of the corridor, build the entire corridor and the benefits of that Madam Speaker, are that people can see the tangible benefit of being able to get from the university in this case, the university right to downtown, the use of the entire corridor and when that corridor opens up in 2019 or 2020, whenever it may be. I think you're going to see a lot of Winnipeggers perception of rapid transit change pretty quick. And then I think you might start seeing folks saying, well why don't I have this at my end of the city? And that's what I think you're going to start to hear at that time. So I think we should be ready for that and in anticipation that this is part of it. So those are my comments on the eastern corridor. The corridor planning, absolutely crucial. This came out of OurWinnipeg before. We need to get moving on this. We need to look at how we can drive density and look at infill development along those quality corridors they've been referred to sometimes, along the key corridors throughout our city and that would in and of itself support projects such as rapid transit and enhancing and renewing our existing regional street infrastructure, not to mention our underground services such as sewer and water. So the corridor planning is absolutely crucial to getting that moving and we really need that to happen. And then finally the infill strategy Madam Speaker, I think having a good infill strategy and some guidelines to assist us is important. I think we have to find ways to minimize conflict that arises with infill growth and find ways that can accommodate infill as much as possible because ultimately, we do need this...we do need infill development and we know it's more beneficial than suburban sprawl. You know, one of the key parts of the infill strategy I'm hoping can be…the issue of Brownfields and the fact that we…I moved in 2014, at the beginning of 2014, a Brownfield strategy. I don't know where that went to, but it didn't come back but it's one of those things out there that haven't heard back from the public service on, but I have asked about it but the infill strategy could incorporate that and start to address that because Brownfields are throughout our city and it's infill and if we can figure a way...and I'm going to talk about that on the next item I stood down, we can actually do some remarkable things. So anyway, I want to thank the Chair for this report and I will be supporting it and those are my comments. Thank you.

**Madam Speaker:** Thank you, Councillor Wyatt. Next is Councillor Schreyer.

**Councillor Schreyer:** Thank you, Madam Speaker. I just wanted to say a few words about Item 12, local area planning initiatives for the upcoming year. I do want to state a couple of things for the record; one, that in working with members of our community in Elmwood-East Kildonan, we've been working towards a local area plan or plan development overlay, no matter what terminology we decide to use as we progress on this, that we are working towards this and getting it further on the radar with the City of Winnipeg. We have met with representatives of the administration from Property and Development earlier in the year, last year as well, in terms of starting off the process by which the Chalmers area, which is mostly west Elmwood as well as southern East Kildonan would then become on the radar to be prioritized for a finalized plan. This has been done in conjunction with leadership from the Glenelm Neighbourhood Association as well as leadership that has been led by the Chalmers Neighbourhood Renewal Corporation and we have our annual general meeting this evening at 180 Poplar and it's serious. Elmwood and the Chalmers area of the southwest region of the Elmwood-East Kildonan Ward is a vulnerable area for a few reasons and one of them is maintaining a balance between rental units and home ownership. So that issue is not going to go away. The issue is probably going to be discussed or implied to some extent, one extent, this evening and we'll be, you know, discussing this further as we approach the administration again next year in terms of where we go because it happens to be...we can't ignore it anyway, because as Councillor Wyatt just said we are talking about corridor planning. So considering where Elmwood is, it's three bridges from downtown. Right across the river from this area of the city, we can't escape the fact that corridor planning is going to be an issue for us anyway. My concern, Madam Speaker, is that we can't really separate corridor planning in south Elmwood from planning for the rest of the neighbourhood. And on that basis, when we do deal with corridor planning in the Chalmers and Elmwood area that we do so by prioritizing a greater plan…local area plan or plan development overlay, whatever we want in terms of a plan that we can work with as a community and that we can work with as Council. And I just wanted to put that on the record as we move forward and have a rather important annual general meeting at the Chalmers Neighbourhood Renewal Corporation this evening. Thank you.

**Madam Speaker:** Thank you. Any further speakers on this item? Councillor Orlikow, do you wish to close?

**Councillor Orlikow:** I am going to start right off the hop to tell you there will be a tagline I will be using for a while now and it's about OurWinnipeg. We all have to get engaged with the OurWinnipeg process that's going on. It's very exciting. It actually is part of the reason why I'm very happy to be chairing this committee on Council's behalf. The OurWinnipeg review, it's...it's…I believe most councillors, if they have not all or in part are getting the updates from our Chief Planner and this is the over-reaching document that we need to be focusing on. We need to make sure that the public knows what OurWinnipeg is. It sets the ground for the language that we use so we understand when we are talking about a mature community, what that means, a transformative neighbourhood, what that means. Again, without that common language, it gets very confusing to chat. I think we had Councillor Schreyer talking a little bit about, not sure what a PDO or this or that and how they all change over. But again, that clarity, he's not the only one, there's many people out there

that also are asking for much more clarity in that document. But we're also doing some very exciting things as…again, my colleagues who are chairs of other committees, have already…I've hit them up once already warning them that we all have to be hands on deck on here. We need to know where the transportation is. And we need to know where the water is and the sewer is. We need to know where our infrastructure is because in this case, a big initiative is in those transformative areas, the City wants to priories. So I'd rather it be more of a developer-led process, where they come forward with an application and say, I want to develop here and then we kind of go through the process. It's not very organized and again, the OurWinnipeg…there is actually a working group that's part of the OurWinnipeg group. They are part of the industries but also stakeholders from not just the industry but from around and we are also working on the infill guideline as well. So again, OurWinnipeg, it will actually...the goal in the end is to say, you know what, as Winnipeggers and as developers and as citizens, this is where we want to go. This has the resources that we need there. You know, not all of it but again, we don't want to build way over there because we have no pipes, we have no roads. You may own the land, that's great and you have a beautiful design, but the City needs to be able to help the citizens of Winnipeg including developers, know where we believe the best bang for our buck is as well and start working on that. So that's actually transformative for me from when I first started here a while ago, the City taking a little bit more of a planning approach rather than a reactive approach. And then the other ones that fill in, the eastern corridor, absolutely, Councillor Wyatt is absolutely correct. That's another transformative moment where we're going to be bridging the world of Transcona, sunny Transcona, you know, back in my day, you could barely get there, they had one bus service a day. But now Transcona is full and it has huge growth, it's a very exciting place. You know, I told Councillor Wyatt, I took a drive up there because I keep seeing these applications go through and I was blown away. A lot of people you should…Transcona yesteryear is no longer. It's still there, you still see it, but it's grown everywhere around it, it's incredible. So again, we need to find ways that connect our cities together. You know, we are a whole bunch of little cities that got brought together in Unicity. We still have a way to go. The infill guidelines, same thing, the development community and the resident want to have some idea. We are going through a number of issues right now. They want to know what's up. You know, I don't think people are generally fearful of infill. They just don't know where it's going. Developers want to know that if I buy that lot, you know, and I paid a premium, can I actually do what kind of I think OurWinnipeg says. They want some more assurances like that, and that makes sense. But also, the neighbourhood wants to go if I allow this one, will there be 400 more on my same block? Again, that's also very valid. So finding that balance between those two is very, very important. The corridor planning, I have looked at the stats, again, Councillor Wyatt mentioned a corridor planning. I've looked at the stats that we're doing, infill on corridors, it's definitely, as a transformative area, it's doing very, very poorly. We are not getting the build-up. Again, and there's been some super interesting reasons why not. So I'd be very excited to see that and we do have a motion coming forward for a housing policy for corridors, we'll see how that works. But again, they are our beauty, kind of our entranceways into the city. So again, we shouldn't have a 800 square foot little, you know, building on a major corridor street. You know, the economics should say, you want to build up, but it's not. So again, how can we find a way to do that because it services…and just to clarify, and Councillor Mayes will be happy about that, services are mostly in place on corridors. There are big blocks where…and we're going to be saying, in that area, again, back to the OurWinnipeg model, that area there is really not where we want drive development because the sewer capacity is gone, it can't handle much more in certain areas. So we're…again that's all...my point is all this is going to be inter-reacting off each other. All these pieces, all these planning, so for our Chief Planner we also have the, you know, the Impact Fee Working Group, they're going through their stuff. We have the infill guidelines, we have the OurWinnipeg, we have about...you know, I am doing one right now looking at the whole land development process. We have Councillor Allard's motion looking about how we better advertise and you know, communicate this with the residents. We have...you know, there is about six or seven different planning initiatives that we are trying to...transportation master plan, we got it all in here. But the question is how well our Chief Planner tie it all together because we can't just do one thing in a silo and move onto the next one and move…they all integrate together. Councillor Schreyer was talking about Chalmers, yes, I know I have…I think every one of my neighbourhoods in the River Heights-Fort Garry Ward would love to have a very detailed area plan for their neighbourhood. I don't think any councillor out here says they don't have that same desire and need from the local level. So this, again, using the corridors will be…and the infill strategy, will provide the next layer. A higher level, maybe not as detailed as some of us want at this time, but again, the resources are so...but the infill guidelines and the corridor studies will provide a good idea for neighbourhoods across Winnipeg of where we see and how we see development going through. There will be extensive consultations with not just the development community, I've had many conversations with community already, Winnipeg Real Estate Board, Manitoba Housing, all these groups, but social agencies, the general public, because this is all part of OurWinnipeg. I know it sounds a little corny to say that, but it is part of OurWinnipeg. This is not a person's Winnipeg, this is our Winnipeg so everybody needs to be participating in it. But it's not going to be an easy process. There is a lot, a lot of information and we're not going to sit here and do it for five years. We have to get this done in a reasonable time because anybody who's sat on appeals knows we have some issues. We have some issues that are going on presently and we cannot stop this. Winnipeg is growing. Very exciting how it's growing, but it's putting some new pressures on us that we're not really used to. You know, again, I always like to say when people ask me, why is the Exchange and all those nice heritage buildings still around? Well, we didn't have a lot of growth for a long time so really, there wasn't a lot of demand for ripping down. Lucky us on that regard, but now we are actually catching the wave and we want to get in front of it before we actually just fumble through planning. So

again, our…the department really is stretched on resources. So again, I know they want to do area plans for each neighbourhood, but they just don't have the resources. The OurWinnipeg alone is a huge undertaking. The infill guidelines, huge undertaking and all the other ones, these are massive undertakings. I have never seen this much planning going on in the City of Winnipeg, but we are not planning to plan for plan's sake. We're planning to put stuff in place that will help people know how Winnipeg's going to grow. This will attract investment into Winnipeg, it will attract investment to the infill, and it will make Winnipeggers proud to be Winnipeggers.

**Madam Speaker:** Thank you Councillor Orlikow. With that, I'll call the question on Item 12. All in favour? Contrary? Carried. Seeing the hour, we should break for recess. So on to Item No. 13. Mr. Clerk.

**Item 13 – Grant Agreement for the Site Assessment and Remedial Action Plan for Park City Commons Brownfield Redevelopment**

**Madam Speaker:** Councillor Orlikow, do you wish to introduce the item?

**Councillor Orlikow:** No, I believe I'll just be probably…let's just go out on a limb and support Councillor Wyatt in the end, but go ahead.

**Madam Speaker:** Councillor Wyatt.

**Councillor Wyatt:** Yes, Madam Speaker, this was a good news story. This is a grant that was applied for by our partner in the joint venture called Park City Commons. This is…and so it's a grant from the Green Municipal Fund which is run and controlled by the FCM and it's a great fund. This is assisting us in the remediation of this site. This, Madam Speaker…originally, this is 1500 Plessis Road. Fifteen hundred Plessis Road is a 40 acre parcel of land on Plessis Road that used to be our Public Works facility, prior to that it was controlled by BAFCM, the predecessor to Genstar, a construction firm. So it had a lot of environmental issues to the site. We, as a council, voted many years ago to do a consolidation of Public Works facilities which we then did and we built a 50...I want to say 52 or $53 million consolidated Public Works facility in the ward of Elmwood-East Kildonan and then we have been basically redeveloping and selling the old properties as was the policy at the time determined by Council. This, Madam Speaker, is...was the largest site. This was the largest site out of all those Public Works sites. About, I think it was about nine of them on the east side of the Red River and probably one of the most complicated sites. We did a phase two environmental study on this site and the phase two environmental study came back and put the price tag at remediation as high as $8 million which is huge especially when we didn't budget any money for remediation and we didn't actually, you know, have any funding or resources to turn this site around. It would have been a massive black hole in the middle of the community literally, in the middle of the Transcona Ward and a City of Winnipeg environmental nightmare if you like. We are turning it around. The previous council did earmark funds, thank goodness, to the construction of Transcona Boulevard. That took care of part of the environmental because a lot of it was $6 million worth of salt contamination because we stored salt there and we mixed it with our sand for our roads. The balance of the contamination was our buildings, our old...which housed our Water and Waste staff and Public Works staff which was full of asbestos, built at the time when asbestos was used and as well we had Fleet, our own Fleet Services, had fuel tanks at this site and so we had leaking, you know, fuel tanks which are...which require remediation removal and remediation which has happened now in the last year. A lot of work has gone on and the good news is, is thanks to the joint venture partnership, which we then…we said, well what are we going to do? We did a JV...we went out to the private sector, is there anybody else there who's interested in developing with us the south side of the property? We got bidders, thank goodness. We selected one, they are moving forward. One of the things they did was apply for this grant to try to reduce the cost to the City because this saves us money because we're in for 50% of the expenses. The JV has estimated once fully built out the City of Winnipeg will earn anywhere from 2.3 to $3.5 million after all of our costs. They have done an amazing job of trying to mitigate the environmental impact by doing a development where they have tried to restrict the movement...a lot of the $6 million of salt was hauling, hauling salt and that's extremely expensive to haul it out and to take it to the landfill. They have come up with designs where they're trying to encapsulate it under a parking…where parking is necessary so that we don't have to…so we haul as minimal as we can because the salt contamination is pretty inert, but it needs to be dealt with nonetheless. If you plant trees on top of it, the salt migrates up and actually kills the vegetation and so on and so forth. So they are coming up with solutions which are creative, which work, that are environmentally sound and at the same time get this property which right now produces zero taxes to the City of Winnipeg, zero rolls on the tax, putting new rolls onto our tax file onto…paying taxes which will generate literally millions and millions of dollars every year to the City of Winnipeg right now where it's generating zero. And this is going to be huge. We will recover all the cost we did in one year…once it's fully built out, one year of equivalent taxes will pay for all the things that we have done to invest and then we're basically off to the races in terms of net revenues coming back. It's really amazing what you can do when you do these types of partnerships. And the benefit to us is we're seeing also the improvements in the neighbourhood. The City, this council made the decision to build a library which is literally across the street working with the public service on other initiatives for recreation renewal in our community and the need for rapid transit. Transit has then identified this as the beginning, I

like to consider this as the start of the rapid transit line, not the end of the rapid transit line, this is the start of the rapid transit line because the sun does rise in the east because we allow it. No, it does right. And so we…and so this...this is…it's exciting, you know, that this is happening and coming together but I can tell you Madam Speaker, these things don't happen overnight. It takes a lot of time, it takes a lot of people, it took a lot of people in the public service who are…who are still with us and but many others who are not with us who've moved on, who retired, who did a lot of the heavy lifting, the report writing, who made it happen. This council did a huge amount of work. You know, I congratulate the Mayor and EPC for the decisions they made to create the JV and to populate the board of directors and to support this because this council really is the one who is now making this happen. So I want to thank this council and I rise to do that, to thank this council for all of your work, and the Mayor for the support of this. This Park City Commons will be an amazing kind of live, work, play type of facility, which it will be a transit-oriented development and hopefully award winning because of the fact we are looking at up to eight to night acres of commercial, mixed-commercial development, professional development services and then you're looking at the balance of anywhere you know, from 750 to 800 multiple family housing units which will have thousands of people living in them. So it's really quite remarkable and exciting at the same time for our city. So I want to thank this council and support the report. Thank you.

**Madam Speaker:** Thank you. Councillor Orlikow, do you wish to close? Or I can call the question?

**Councillor Orlikow:** Very quickly, this is actually...and I thank Councillor Wyatt for standing this matter down. I have been with part of the JV committee. The whole idea of doing a joint venture with this group, it mitigates the City's risk and it mitigates the developers' risk. This allows the project to move forward. To put the risk on the City to say, hey, let's just go try this ourselves, well we aren't developers, nor should we ever really be developers, that's not our job. But again, we do have some land and then we are able to mitigate some of the risk. So I think this is a great example and Councillor Wyatt kind of alluded to whereas the Brownfield redevelopment strategy. This is a great example of what could happen when we work together with the industry to redevelop these sites from exactly, a zero taxing…you can't even really make them a park some of these places to a full live, work, play, TOD, amenities for the whole neighbourhood. People who have creative minds who do this, day in day out, the development side of the world, these are very important people in our city and very smart people, they know how to manoeuvre this, they know how to. Like, as we heard about the salt going underneath. Again, that's not our expertise in the city. You know, our expertise is, you know, land usage. But again, how do you do all these little details? So I just want to commend...I know Councillor Wyatt's been a little bit, maybe not as boisterous as he should be because I know he's been very instrumental in making sure that the developer understands what the intent of this land is for which is everything they are doing and the developer has been fantastic. He hits roadblocks, he talks to us quickly about it and then we work collaboratively with him to try to resolve some of the issues. The project is ahead of schedule…our JV project is ahead of schedule. I believe we will probably be out of here early and with a bigger return for us than we even expected. So this grant is great part of that and again, I want to thank FCM for providing this grant because Councillor Wyatt is absolutely correct, Brownfield redevelopment will be, as Winnipeg is running out of land, I know people keep saying, no it's not, yeah it is, Winnipeg is running out of land quickly, that Brownfield…the value of them are going up. So again, the economics are starting to work out a lot better but again we have, for the City, mitigate our risk and I believe this is a great idea that we can mitigate our risk but also be able to get these properties online so we can get the tax revenue. So again, congratulations to everybody. It's nice to have a good news story. And when I left that meeting, the JV meeting, that was, again, something where I said, this is a great idea. So thank you very much for everybody and I'm glad…I'll hope for all…get your support.

**Madam Speaker:** Thank you, Councillor Orlikow. With that, I call the question on Item 13. All in favour? Contrary? Carried. Council will now adjourn and reconvene at 1:30.

**Reconvened meeting of**
**Winnipeg City Council of**
**September 27, 2017, at 1:36 p.m.**

**Madam Speaker:** Good afternoon. I would like to reconvene our Council meeting of September 17th, 2017. We are on the Standing Policy Committee on Property and Development, Heritage and Downtown Development. I will call the question on Items 2 through 11 and 14 and 15. All in favour? Contrary? Carried. Councillor Orlikow, on the by-laws.

**STANDING POLICY COMMITTEE ON
PROPERTY AND DEVELOPMENT, HERITAGE AND DOWNTOWN DEVELOPMENT
CONSIDERATION OF BY-LAWS**

**Councillor Orlikow:** Thank you, Madam Chair. I would like to move By-laws be read the first time, By-laws No. 86/2017, 90/2017, 91/2017, 92/2017, 93/2017, please.

**Madam Speaker:** All in favour? Contrary? Carried.

**Clerk:** By-law No. 86/2017, By-law No. 90/2017, By-law No. 91/2017, By-law No. 92/2017 and By-law No. 93/2017.

**Madam Speaker:** Councillor Orlikow.

**Councillor Orlikow:** Thank you, Madam Chair. I'd like to move that By-laws numbered 86/2017 and 90/2017 to 93/2017, both inclusive, be read a second time.

**Madam Speaker:** All in favour? Contrary? Carried.

**Clerk:** By-laws numbered 86/2017 and 90/2017 to 93/2017, both inclusive.

**Madam Speaker:** Councillor Orlikow.

**Councillor Orlikow:** I move that the rules be suspended and By-laws numbered 86/2017 and 90/2017 to 93/2017, both inclusive, be read a third time and the same be passed and ordered to be signed and sealed, please.

**Madam Speaker:** All in favour? Contrary? Carried. We'll now move into Question Period for the Chair. Any questions for Councillor Orlikow? Councillor Gillingham.

**STANDING POLICY COMMITTEE ON
PROPERTY AND DEVELOPMENT, HERITAGE AND DOWNTOWN DEVELOPMENT
QUESTION PERIOD**

**Councillor Gillingham:** Thank you, Madam Speaker. Through you to the Chair, just wondering if the…what the Chair would say to those from the public who want to participate in the OurWinnipeg Review. I appreciate the fact that he talked about the importance of the OurWinnipeg Review, but just wondering what he would say to those who, from the public who want to participate in the OurWinnipeg Review but are skeptical that their voice will not be heard and their ideas not worked into the plan. Thank you.

**Madam Speaker:** Thank you. Councillor Orlikow?

**Councillor Orlikow:** (inaudible) thank you very much for the question. On the website, there is quite a bit of information how to get engaged through Speak Up Winnipeg, so if people that can't get engaged maybe in person. There are also the pop-ups throughout the City. The pop-ups will be around as well. There's also, I guess we'll call it a community representation group that's already been formed. I don't…I think they announced yesterday at the Human Rights Museum. They are out and about. But I guess…in the general comments you made, for those out there that feel that their voice will not be heard, well it definitely won't be heard unless you actually give us your voice. So say something, you know. If you don't do anything you get nothing. So again, I encourage you. We are opening this up to get as many voices as we can into the process as we…as available. It doesn't mean everybody's going to get their way. So it's called living in the city. We try to find that balance between them all, but again, I encourage everybody. We try to make it in person, they try to do it with pop-ups all around the City, we've done the Speak Up Winnipeg, the website's quite…will be updated constantly with new information. And then again, I'll be asking all of you as area councillors to reach out to your own constituents as well and, you know, make sure they're aware of this going on because again, it's OurWinnipeg Review is for the entire city. So there's many, many avenues and I think…I know our goal is to make sure we hear all the voices, we recognize the voices, we appreciate the voices and we incorporate them in the whole together, and so people feel they got what they at least were heard and that will be a main goal, not only for the residents-at-large but also for other stakeholders such as community groups and developers as well.

**Madam Speaker:** Thank you, Councillor Orlikow. Any further questions of our Chair? Okay, seeing none, let's move on to the Standing Policy Committee on Protection, Community Services and Parks. Councillor Pagtakhan, on the report dated September 18th, 2017.

**REPORT OF THE**
**STANDING POLICY COMMITTEE ON PROTECTION, COMMUNITY SERVICES AND PARKS**
**DATED SEPTEMBER 18, 2017**

**Councillor Pagtakhan:** Yes, thank you very much, Madam Speaker. It's my pleasure to move the report of September 18th and move Consent Agenda Items 1 through 4.

**Madam Speaker:** All in favour? Contrary? Carried. There is no motions or by-laws. Question Period for our chair. Councillor Eadie.

**STANDING POLICY COMMITTEE ON PROTECTION, COMMUNITY SERVICES AND PARKS**
**QUESTION PERIOD**

**Councillor Eadie:** Yes, Madam Speaker. Madam Speaker, we were invited, I can't remember how long ago Madam Speaker, we were invited to a study on recreation sport fields across the city. A consultant was hired through EPC but I believe this particular item falls under PCSP's portfolio Madam Speaker, and so my question is, the consultant was hired, a report was to be delivered and I'm just wondering, Madam Speaker, when that report will be delivered to Council so we can consider what they've found.

**Madam Speaker:** Thank you. Councillor Pagtakhan.

**Councillor Pagtakhan:** Yes, thank you very much, Madam Speaker. I appreciate the question. I've made note of it and I'll take it under advisement and get back to Councillor Eadie.

**Madam Speaker:** He will get back to you. Take it under advisement. Any further…

**Councillor Eadie:** Madam Speaker, just a follow up question in that regard.

**Madam Speaker:** Yes.

**Councillor Eadie:** Is it to be a publically available, made document? Is my understanding correct?

**Madam Speaker:** Councillor Pagtakhan?

**Councillor Pagtakhan:** Yes, thank you very much, Madam Speaker. I heard the question. I will…let me check, I'm going to check with the department and will get back to Councillor Eadie.

**Madam Speaker:** Okay, thank you. Any further questions for our chair? Okay, let's move on to the Standing Policy Committee on Infrastructure Renewal and Public Works. Councillor Morantz, on the report dated September 11th.

**REPORT OF THE**
**STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS**
**DATED SEPTEMBER 11, 2017**

**Councillor Morantz:** Thank you, Madam Speaker. With respect to the report, I will introduce Items 1…introduce and move Items 1 through 7 on the Consent Agenda.

**Madam Speaker:** Thank you. Okay, No. 5 and 7 have been pulled. I'll call the question on 1, 2, 4 and 6. All in favour? Contrary? Carried. Mr. Clerk.

**Clerk:** Item No. 4, Streets Maintenance Budget.

**Madam Speaker:** It was No. 5. I believe was pulled, No 5.

**Clerk:** I apologize. Number 5, Streets Maintenance Budget.

**Item 5 – Streets Maintenance Budget**

**Madam Speaker:** Right, yes, thank you. Councillor Morantz, do you wish to introduce the motion?

**Councillor Morantz:** Thank you, Madam Speaker. I'll wait to hear from my colleagues.

**Madam Speaker:** Councillor Dobson.

**Councillor Dobson:** Thank you, Madam Speaker. I spoke at the Public Works Standing Committee on the subject. I'm going to repeat that speech here today, for those who didn't hear it, and then I'm going to explain why I was taking that approach. Here is roughly what I said. First off, I would like to provide a little history. Two years ago, at the Public Works meeting when we were going over the 2016 draft budget, I was concerned, so I asked where the pothole budget was because there wasn't even a line item identifying it. I was told it comes out of the street maintenance budget. Last December in Council when we were debating the 2017 draft budget, I questioned why potholes were not listed in the budget. I said, if I was part of the Draft Budget Working Group, potholes would have been front and centre. But the Draft Budget Working Group is primarily EPC members and I wasn't included and the pothole budget was still nowhere to be found which just boggles my mind because the number one complaint I receive during spring, summer and fall is potholes. I was in Ottawa in May of this year, and I saw an article in the local paper that stated they were adding 400,000 to their pothole repair budget due to the increase in complaints. So what have we done? We don't list how many potholes are estimated to be out there, nor do we list how many complaints 311 has received or how many freeze thaw cycles that have occurred over the winter or how this compares to last year. No, we now list the number of potholes filled. But unfortunately, that is just a statement because by itself, with no other data, the numbers are meaningless and basically garbage as they give the appearance the City is dealing with the potholes but providing no way to compare it to previous years and no indication of how many are yet to be filled. If that is all we are doing to address our war on potholes then we might as well surrender now and raise the white flag because we are not winning this war, nor are we taking this matter seriously. I had said at that meeting that I provided this committee with some pictures, I don't have them here but it basically was a pothole that was submitted in June of 2016. It should have been filled that year. During that meeting, I had shown them a picture of it still not being filled and it was filled after I took a picture. So my question of course would have been how many going unrepaired each year? One resident saw our crews repair a large pothole on the street then leave and didn't fix the other half dozen right nearby. He was…he was to say the least, upset. On one particular street in my ward, the potholes were so bad that another councillor from another ward brought it to my attention. Complaints were sent in in early May and they were fixed the week of August 26th. That's over a hundred days around 15 ways. Is that a good response time? I think not. Another resident I talked to during that week gave up calling 311 for a pothole in her back lane, she went out and purchased coal patch and fixed it herself. Do we not…do we not realize how big an issue this is? It's no wonder our residents are getting frustrated and upset. Where's our commitment? This is a very serious issue that needs to be addressed. It damages our cars and it's not safe for cyclists and pedestrians. That's why I had those two motions on the agenda and Public Works. I'm trying to identify how much we spend on potholes each year so I can make sure that we have enough budgeted to address this problem going forward. I am looking for a breakdown in the street maintenance budget so that we as councillors can allocate funds specifically towards dealing with potholes. I'm not concerned with how many potholes we have filled. My concern is how many go unfilled each year and the months it takes to fill even bad ones. The message from our residents, well at least from my residents while walking door to door, was fix our potholes and if we have to allocate more funds then let's do it. Now, that's basically what I said at Public Works. My goal was to identify our pothole budget so we could increase the budget to address the large number of potholes that go unfilled. I consider that to be the nice approach. I was taking the high road. But, both Public Works and EPC took my motion as information and a comment I heard was that I should just ask the Director of Public Works for this information. What makes you think I haven't? And the Public Works meeting was two weeks ago. I think...I made it quite clear that I wanted this information. So has Public Works contacted me to provide this information? It's been two weeks and I haven't heard a word. And speaking of potholes, last Wednesday, I sent in a picture to 311 of rebar sticking dangerously out of a pothole. Yesterday morning, after almost a full week, I checked it again and it was still there. That is totally unacceptable and I basically have had enough. I went out and bought bolt cutters with my ward allowance and I cut the rebar out myself. I think it's apparent that the City of Winnipeg does not have an effective pothole program if we have a program at all and that our 311 response to residents should reflect the actual and say that the repair will be completed in the next four months and add the words "or maybe sometime next year". See what kind of response you get from our residents if we put that in our message system. And for those councillors who think we should not pursue this issue and take my motion for information only, feel free to drive through my ward and then you can tell me that we have our potholes under control. Thank you very much.

**Madam Speaker:** Councillor Eadie followed by Councillor Allard.

**Councillor Eadie:** Yes, Madam Speaker. I rise and…with the empathy with my fellow councillor from St. Charles in that there is still and continues to be an issue with potholes. Although, Madam Speaker, I have to say that I think this year, we noticed a vast improvement in terms of dealing with potholes at least in the Mynarski Ward, which is where I pay attention. So…but given that, Madam Speaker, it's interesting in where when we define how many pot...like we can't even define how many potholes. Our program is based on a complaint system. When the springtime comes, Madam Speaker, as you recall, the public is told to call in to 311 all your pothole issues so that they can go out and deal with them so they have identified where they are Madam Speaker, and so on. Now, that's an interesting program and I think they have...I'm not sure, Madam Speaker, to tell you the truth, but, Madam Speaker, where there is usually one pothole, there are many potholes. And what I have noticed with our program and sort of continues to still be that way for a large part, Madam Speaker, is that the ones that they think are important that are in the way of a driver's motor vehicle have a higher priority and is it efficient to then leave the other ones alone and wait till later and come back if they even come back, Madam Speaker, to do it? And so there are some issues that I think need to be dealt with and determining which potholes are in the way and cars could accidently go in, on a residential street, Madam Speaker, you haven't the foggiest idea where cars are going to end up because they have to pass each other so one has to pull off to the side a little bit and there might be a car parked in the way and the way they have to pull off to the side is that you might still end up in a pothole. So basically, Madam Speaker, to say there is this many potholes and we've filled them all, that's one thing, but…but the ones that get called in are not the only potholes. And so the pothole problem is much bigger than we think it is. And frankly, Madam Speaker, I don't have to go for a drive in St. Charles. My assistant can drive us through anywhere through the North End, West Kildonan, Old Kildonan for that matter, there's potholes everywhere Madam Speaker, as you know. So I'm actually going to be opposed to just accepting this report as information. Thank you.

**Madam Speaker:** Thank you, Councillor Eadie. Councillor Allard.

**Councillor Allard:** Thank you, Madam Speaker. I want to well, just acknowledge Councillor Dobson's motion and I don't know if I'm...I don't want to steal the Chair of Public Works' thunder but perhaps I will by quoting his tweet September 22nd, pothole update, "The City of Winnipeg has filled approximately 151,144 potholes to date in 2017. 6,367 have been filled since September 15th," and that was tweeted on September 22nd. And I wanted to say, from my experience and my council office if you give Public Works precise information on a pothole location that includes a street address or a street intersection, we've had very good success and confirmed by our constituents, I know that I have included, I think for at least a couple of years, a call to action for residents in my ward asking them for these locations. And from our experience, it has been dealt with fairly quickly from the Public Works Department. So I wanted to say that from the perspective of my office, the Public Works Department has done a very good job and they are very responsive. And I know that not only because of Councillor Morantz's tweet but also from first-hand experience from residents who have reported these and we have been able to fill the potholes whether it's with hot asphalt or the cold asphalt they use when hot asphalt is not appropriate for use. So I wanted to add those comments to the record.

**Madam Speaker:** Thank you, Councillor Allard. Any further speakers? Councillor Schreyer.

**Councillor Schreyer:** Thank you, Madam Speaker. We continue to do our work on fixing potholes. And do we have success? Nonetheless, we know that this is the priority for Winnipeggers. It's been stated today by His Worship this morning that street repair is priority one and we are working on it, Madam Speaker. However it's a contentious issue for people, otherwise it wouldn't be priority one for Winnipeggers because it's a big deal. And on that basis, Madam Speaker, regardless of how much progress we are having and we are having progress on dealing with it, regardless of that, Madam Speaker, this is the term in which we've prioritized street repair, this is the term in which we've prioritized openness and accountability, therefore, it's a no-brainer Madam Speaker, that this is the term in which we move forward with providing greater information…budgetary information on how we're dealing with potholes. It's really simple. We should be providing the information to the public, to ourselves so we all understand what we're doing potholes. I can't explain to my constituents, Madam Speaker, today in terms of what our budgetary allocations is, has been, will be for potholes but once we provide that information we can have that very important conversation to Winnipeggers. Important to Council, because as we've said, this is the term for prioritizing street repair and the term for openness accountability and it can be the term as well for greater budgetary understanding for what it takes to fix our streets. Enough said.

**Madam Speaker:** Thank you, Councillor Schreyer. Any further speakers? Councillor Morantz, do you wish to close?

**Councillor Morantz:** Sure, thank you, Madam Speaker. You know, when I got elected in 2014 that first spring after the thaw, we were getting bombarded with phone calls as councillors often do about potholes. And it was actually, one day I was actually looking on Twitter, there's a councillor in Toronto who was tweeting out how many potholes Toronto has filled and I thought, well, this is a kind of a good idea. Maybe this is something, an approach we could take here because if people know that the City crews are out there actually working hard every day, filling thousands of potholes, maybe

they might not have to call or be concerned because they know that, that we are coming and that was really the point. That would really be the point of the exercise of publishing the number of potholes. I think that's good information. I don't hear anyone arguing that we shouldn't provide that information. When it comes to the roads budget, you know, I suppose we could publish if people really wanted, how much we are spending on rebar and nails and tar to fill the cracks and every little thing and I suppose that we could ask our Corporate Finance to spend several hours pulling out all that information. But the reality is that, you know, I have no doubt that the councillor from St. Charles is sincere. He has voted against over $300 million in roads budgets since the time he was elected. I don't know if he has told his constituents that or if his ward residents are aware of that but that's the truth of the matter. So I think, you know, this is a time where I could actually say to him, perhaps, put your vote where your mouth is and actually vote for a roads budget once, you'll have an opportunity hopefully this December. Having said that, in addition, I did speak to the Acting Director of Public Works, Mr. Berezowski has talked to the councillor, and apparently Councillor Dobson said that...Mr. Berezowski said he would endeavour to provide the information but that Councillor Dobson was intent on speaking on it anyway which is his prerogative. Having said that, I will still endeavour to have Mr. Berezowski provide whatever information that we can provide. Other than that, the recommendation of the committee was to receive the motion as information. Thank you, Madam Speaker.

**Madam Speaker:** Thank you, Councillor Morantz. I'll call the question on Item 5. There's a call for recorded vote. All in favour of Motion 5, please rise.

**A RECORDED VOTE** was taken the result being as follows:

**Yeas**

His Worship Mayor Bowman, Councillors Allard, Browaty, Gerbasi, Gillingham, Gilroy, Lukes, Mayes, Morantz, Orlikow, Pagtakhan and Madam Speaker Councillor Sharma

**Madam Speaker:** Those opposed, please rise.

**Nays**

Councillors Dobson, Eadie, Schreyer and Councillor Wyatt

**City Clerk:** The vote Madam Speaker, Yeas 12, Nays 4.

**Madam Speaker:** Okay, Item 5 is carried. On to Item 3.

**Councillor Wyatt:** Madam Speaker, could we stand down Item 3?

**Madam Speaker:** Yes, that has happened. I didn't call the question on it earlier. So we're going back to that now.

**Councillor Wyatt:** Okay, all right. Sorry about that. Thank you.

**Madam Speaker:** Thank you for the clarification. Mr. Clerk, Item 3.

**Item 3 – Infrastructure Projects**

**Madam Speaker:** Councillor Morantz, do you wish to introduce Item 3?

**Councillor Morantz:** I will hear the comments of my colleagues.

**Madam Speaker:** Councillor Wyatt.

**Councillor Wyatt:** Yes, I just…I want to say, I was…I had the opportunity to attend the Infrastructure Renewal and Public Works Committee on September the 11th. I was there on some other matters, but I was able to hear the discussion pertaining to this item which I understand the committee voted to amend the requirement to go from 60 days down to 30 days with the report to the committee at the next meeting. This is, I think, an extremely timely and important motion. If you recall, this was a motion moved by Councillor Morantz, seconded by Madam Speaker to come back and give us an update on the status of these various projects, where they are at and with the intent, really, it was at the same time we were debating the roads motion and I think there was a fair amount of concern in the Council chamber, officially, unofficially, concerns being expressed in different channels that, you know, there is so much infrastructure dollars available and you know, what about the projects that somebody…everybody is concerned about. Everybody has a

project that they are concerned about depending sometimes on the area of the city where they represent and sometimes depending on different policy points. But there is no doubt that we as a Council voted unanimously. I think that unanimous support was there largely because of this motion moving forward. We voted unanimously on the roads motion which was great, but I think it was also because of the work going on with this motion which I think I credit Councillor Morantz and Councillor Sharma for working on and bringing forward. So you know, the importance of this motion I think is the challenge we…I think every city faces, Madam Speaker, and that is, you know, finite amount of dollars to go around and not a finite amount of projects to be addressed. And the challenge of course that…combine that with the fact that we have a growing city, a city that we want to continue to see grow and with that growth comes the stress and the challenges of building the types of roads and infrastructure that a growing city demands. And we talked earlier about rapid transit. I think we also need to speak in terms of the regional roads and the regional road connections that were called for in the Transportation Master Plan. There is no doubt right now, according to the Transportation Master Plan, we are behind in terms of where we felt we needed to be, based on our own independent engineering analysis that was done. The Transportation Master Plan wasn't a…it was not an inexpensive document to produce. It involved a $900,000 origin destination study that was done city-wide to determine where people were moving, where traffic volumes would be in the future and the challenges. The document, when you speak to the traffic engineers at that time and even today called for major improvements across the entire city's infrastructure in terms of upgrades. And the goal was to keep the city moving in terms of actual, physically moving, the movement of goods and people and services. The concern is that if we don't do everything in the Transportation Master Plan, what you will start to see are serious congestion issues and challenges inside the city no different than what other cities have experienced. Toronto being, I think, probably the worst example or the best example depending on how you want to look at it in terms of congestion. Had some of the highest commute times of a major Canadian city in the world. And it was basically in the 1980s after making a ton of investments in their roads and freeways and rapid transit, you know, subways and what not, they just literally stopped, but they kept growing. And today, Toronto, the average commute time is 60…just under 60 minutes. You know, that's the average commute time. The problem we're going to have, Madam Speaker, is we have a huge challenge as we know. We have a financial challenge. We have imposed on ourselves a debt ceiling which has been self-imposed which I think we are going to have to somehow revisit in the future. We are also up against the challenge with regards to how much money is going to be available through the other levels of government. And I think we have to...it's incumbent upon ourselves to look at all sorts of options and avenues to be as creative as we can to get as many of these projects moving in the right direction. I frankly…you know, as I said to the committee, you know, I see how important it is to get Kenaston done. There is no doubt in my mind that has to be done. And we heard in the standing committee when the CAO spoke about the potential...and this was the first time I heard it at least, the potential phasing of the Kenaston project. I welcome that because that's creative thinking. You know, it's just no different than it would be creative thinking if we were to look at the potential phasing of Chief Peguis Trail potentially just from Main to McPhillips. We have to start looking at these options. The reality is, we can't build these things all together over night anyway and the larger the project, the greater the chance for risk, the greater the chance for challenges. I think we have to put P3s back onto the table in a way we haven't put it on the table for some time. We have to embrace that. I think there is no doubt that we would have not been able to do the Disraeli Bridge the way we did it for 190 million if we hadn't gone to the private sector to assist us with that project. There's no doubt in my mind. The success we had with Chief Peguis from Henderson to Lagimodiere that was a P3 project. You know, we did some amazing, creative things at the time where the Rothesay overpass, which would have never been possible…a grade centre…it would have been a traffic light there, now we have a grade separation thanks to the work of Councillor Browaty and the private sector that stepped up. You know, these are the kinds of things that we have to start looking at. Arlington…Arlington Bridge, I think, would be probably an ideal P3s. Bridges…P3s are great when you have a complicated project. You have a complicated project where you potentially have a lot of risk, a lot of risk to us and you try to mitigate that risk and spread that risk out and if you can do that with the private sector and they take that risk on as part of their responsibilities and we transfer that risk to them as we did in Disraeli, that is ideal. I think we have to start moving in this...we can't slow down. I know there was a hiccup with regards to Marion grade separation to widen it, you know what, that is…there's no doubt that is an entire area. We talked earlier about Brownfields, about the need for infill. The whole area of the St. Boniface Industrial Park, the old St. Boniface Industrial Parks I'll call them because there is more than one, is just massive. And the opportunity that presents to the City in terms of residential, industrial, commercial growth is huge. And to accommodate residential, literally ten minutes from downtown is just…it's too much to ignore. So we…but this intersection is no doubt a strategic point identified by our public service. Why? We are building all these new residential developments, Sage Creek and other neighbourhoods, and they are literally flowing that way, up Fermor, up Archibald into the city. We're having to address these all together, there's no doubt. And you know, it is a huge challenge to us but I think we have to try to avoid…you know, and I showed…I was able to demonstrate recently where some of the investments are going versus other parts of the city and there's no doubt there is a pattern there, but that's been a pattern, unfortunately, that's been around for some time. We have to somehow try to develop the city together and ensure that all…it makes sense. If we sink disproportionately more resources into one section of the city, it creates a cycle, a cycle for more demand for more resources. Why? Because there's more people and there's more congestion and there's more issues and then they demand more infrastructure. We have to ensure that we try to develop the city as balanced as we can because it's in our best interests to ensure that we don't have the kinds of challenges we are now seeing, for example, in the southwest. So

this is a really important report. I want to thank again, Councillor Morantz and Councillor Sharma for the work on it and you know, I think if we could move forward with this, as soon as possible, I look forward to the report coming to the committee. Thank you.

**Madam Speaker:** Thank you, Councillor Wyatt. Next is Councillor Eadie.

**Councillor Eadie:** Thank you, Madam Speaker. And thanks to all who's worked on this motion. This motion actually arose out of concerns that…of a report that we received when we voted to do the...put in application for the $181 million regional road repair request. And Madam Speaker, we all agreed that that was very important and, but then the report itself raised a number of concerns and so this motion came in to being and yeah, there is very difficult in finding money to do various things. But also for this particular motion, Madam Speaker, I also get very concerned when I look at the application for the trade corridors and we already voted to accept the report for as a recommendation from IRPW but you know, that's a trade quarter thing and decisions are being made about where to apply for money and technically, Madam Speaker, what I'm really concerned about with this report as we proceed and we need to be able to identify, I'm not going to argue P3 or not, the reality is is we have to find money any way we can to resolve our infrastructure...major infrastructure issues and Fermor is a major infrastructure issue. And Madam Speaker, so when…whatever this report is and I'm glad it's being speeded up that we would get some information but Madam Speaker, in looking at criteria for things moving forward for various kinds of money, for me, for the life of me, Madam Speaker and I hope whatever report we get back, for the life of me, $1.6 billion for the whole country and we are applying for a 400 and something million dollar project, when the reality is we probably would've got the money to resolve, although it's not as big as these other ones but it is a serious issue of about 60 million, Madam Speaker. So I am really concerned and hopefully, whatever comes forth, and the administration I know is working diligently on making the requirements, IRPW Chairperson, Madam Speaker. But I'm really concerned about how this moves ahead and how we can deal with it. And I pretty well agree with everything that Councillor Wyatt said except I wouldn't necessarily...how do you know...you couldn't have got it done for cheaper than 190 million? I don't know. Anyway, thank you, Madam Speaker.

**Madam Speaker:** Thank you, Councillor Eadie. Any further speakers on this item? Councillor Morantz, do you wish to close?

**Councillor Morantz:** Thank you, Madam Speaker. I was delighted to move this motion with you. I think the comments of my colleagues are all very, very well put. I really don't have a lot to add other than I am hopeful that the report will be on the October 4th agenda of IRPW at this point. That's the expectation and I think it will be quite informative. It will highlight the status of each of these projects and just make sure that we are all on the same page that we know where all these projects are at. So thank you.

**Madam Speaker:** Thank you, Councillor Morantz. I'll call the question on Item 3. All in favour? Contrary? Carried. Mr. Clerk.

**Item 7 – Budget Consolidation, Amendment and Additional Expenditure Authorization for the Tache Promenade Project**

**Madam Speaker:** Councillor Morantz to introduce Item 7.

**Councillor Morantz:** I will wait to hear the comments of my colleagues, thank you Madam Speaker.

**Madam Speaker:** Who stood this down? Councillor Dobson, you will be first.

**Councillor Dobson:** Thank you, Madam Speaker. I have a number of issues relating to the Promenade Tache pathway. Last week, I was quite dismayed to hear a councillor on the Standing Committee for Public Works that they had no idea that this Promenade Tache project was coming down the pipes, so to speak. The project cost has nearly doubles and regular councillors were not informed or kept abreast until it came to committee. In a normal business environment, this would only happen once because those involved would have been taken to task. Almost a year ago on October 26th, 2016, I put in a motion to have the department's report directly to the members of the relevant standing committees, all members not just EP chair would have been briefed. The Mayor and all members of EPC both past and present voted against it, but that's not surprising. In my opinion, the modus operandi of this mayor and EPC is quite apparent. It is to keep regular councillors in the dark until the last minute. And now we are asked to approve a project that has gone from 5 million to 10 million and for many councillors, we are to do this without any information on the coming 2018 budget because only the Mayor and primarily just the Mayor appointed EPC members have access to the briefings on the 2018 draft budget. What about Transit? Are we going to approve this and then cut Transit? And are there any other cuts in other departments like Public Works? Are there going to be cuts in the street maintenance budget? I know you are taking money from Public Works to support this budget. Is our pothole situation going to get even worse? From my

standpoint, I think it's pretty clear. This city better get its needs and wants sorted out. These pet projects are nice but can we afford them? Would it be fiscally prudent with our finances the way they are? We are facing cuts from the Provincial Government which will reduce the support we get for Transit and are there any other cuts from that level of government that our mayor and CAO have not informed Council about? And why are we given advance approval to our CAO to find funding for any cost overruns on this project? Are we afraid of the scrutiny? Are we going to expand the scope of this project and then tell councillors after the fact? Don't get me wrong, the Promenade Tache walkway would be a beautiful addition to our city, it would complement the Forks across from the river and it would be a tourist attraction. But to vote on this project while being kept in the dark without knowing whether our needs as a city are going to be met and in this fiscal climate is just so wrong on so many levels. Thank you.

**Madam Speaker:** Thank you, Councillor Dobson. Councillor Allard.

**Councillor Allard:** Thank you, Councillor Sharma. Well, first off thanks to all of those who supported the Tache Promenade Project in the 2017 budget and in the many conversations that we have had over the years about this project. I'm going to mostly repeat some of the information that I've shared with other levels…other committee levels including Public Works and EPC. I want to qualify the project and one of the things I want to make clear is that this project is a core infrastructure project. It includes riverbank stabilization from...on Tache from Provencher-Tache to now, with the increase scope to this project, behind the St. Boniface Hospital, so Tache and behind the St. Boniface Hospital. For those who may not know, Tache Street is part of Winnipeg's primary dike. Also, the riverbank stabilization work that is part of this project has been prioritized by Council in the past. It is on the list for...on the Planning, Property and Development list of riverbank stabilization work that needs to be done. And in terms of it being a core infrastructure project, the City contribution to this project is riverbank stabilization, its sidewalk reconstruction, its street enhancements, its lighting, these are all core responsibilities of the City of Winnipeg. What…what many have focused on in the...including myself, actually, in terms of the promotion of this project is the piece of the project that is supported by the private sector in $1 million coming from the Winnipeg Foundation and half a million dollars coming from the Federal Government to support a raised walkway which will be, if approved by Council, overlooking the Red River on the St. Boniface side towards the Canadian Museum for Human Rights and the Esplanade Riel Bridge. It's currently one of the best views of the city. Currently, however, the infrastructure around that view is pretty dilapidated. The sidewalk is tired, it's narrow. Generally the impression we get from tourists who visit the Forks and want to visit the French quarter to check out what this St. Boniface French quarter is all about, is that that particular stretch of the public infrastructure is not that much to look at. So what…what is really nice to have in terms of the benefit to tourism and economic development for those who will be visiting from out of town, who will be visiting the Forks and then making that journey to St. Boniface, that raised walkway is…want to make it crystal clear that that piece of the project is supported by the private sector with a million dollars and $500,000 from the Federal Government. So I mentioned Tache is a primary dike and this is stabilization work that has to happen. If we don't do it now, we will have to do it one day. And the one day that we do do it, with construction inflation it's likely to cost us much, much more than it will to do the job this winter as this report suggests. On the increase in the budgetary requirement for this project, what we voted on…what many of us voted on in the 2017 budget was a Class 4 Estimate and that project was around 5.2 million. Since then if you read the report, a few things have changed but the Coles Notes of it is that we have gone from a Class 4 Estimate to a Class 2 Estimate. As many of us know, Class 4 Estimate has an up to 60 percent variance on the estimate...on the estimated projection so if you consider the change of estimate class from Class 4 to Class 2 and if you consider that there's been an added scope of work of $1.5 million in riverbank stabilization that wasn't part of the original proposal for the Promenade Tache walkway, this is very much in line with our class estimate process in terms of how we do...in terms of how we approve projects with the City of Winnipeg. So I wanted to make that very…very clear as well. Finally, I mean, I've…I've talked at length about how this is a transformative project which will really change what some have described as Winnipeg's living-room. Every Canada Day, thousands of people flood these streets to benefit from the Canada Day celebrations. Whenever there is a large gathering in Winnipeg, this is like...this is one of the… this is one of the major places where people gather. And in terms of our tourism and economic development organizations, they often highlight this very spot in their promotional materials for Winnipeg. So...I think…I think I'll…in terms of the...I wanted to cover what this project was and qualify the change of scope in the new financial requirement and I do realize these are tough times. But these are…these are tough times where we need to focus on Winnipeg's core infrastructure and to some of my colleagues, Jeff in particular, core infrastructure does include sidewalks. So I wanted to make that pitch and I know Jeff's already pronounced himself on this question but infrastructure for the City of Winnipeg does include sidewalks. So with that, thank you to everyone who has been involved bringing this project to this…to this council vote today. In particular, Mayor Bowman, many of my council colleagues, MP Dan Vandal, Rick Frost, the Executive Director from the Winnipeg Foundation that brought to the table $1 million, Norm Gusto who introduced the project to me when I was first elected, Executive Director for Entreprise Riel. And I would urge every one of my council colleagues to vote for this. I think for what we are investing here today, we are getting…we're really…we're getting really good value for our money for something that we needed to do anyway. So with that, thank you very much for your attention.

**Madam Speaker:** Thank you, Councillor Allard. Any further speakers? Councillor Eadie, followed by Councillor Schreyer.

**Councillor Eadie:** Yes, Madam Speaker, I rise to speak to this increase in the budget. Madam Speaker, while I didn't vote for the 2017 budget, I would say though, Madam Speaker, that I was supportive of Councillor Allard's mission to fulfil what was I guess a vision from Councillor Vandal at the time, Madam Speaker, in 2014, who managed to set aside some money to look into building this part of what we could call the go to the Waterfront, Forks loop in which this is all the sort of tourism area. It's the opposing side of the river, Madam Speaker. Lo and behold, did we know that the design that came to a Class 4 involved wood and the City ends up, Madam Speaker...the City is going to be responsible for maintaining this way into the future. And so the project has really increased in scope in a way that, Madam Speaker, it's concrete and steel now, right? And the reason for that is they are building it to last 75 years. The riverbank stabilization is important, Madam Speaker, and I have to say with the design I am impressed with Public Works, the original design that came up through P and D, I think, you know, with wooden stuff, Madam Speaker, how long was it really going to last? There's those concerns. So, anyway, Madam Speaker, I have a...and it's going to be accessible. This is something that wheelchair users will be able to go up and look out as well. That's great, although there is still some problems along the pathway, Councillor Allard, that need to be fixed as well so that people with disabilities can access it because while the lookout itself will be accessible, to a large degree off Tache, there is a pathway, that there's still some difficulties but I digress. I think it's important I found out that…what really bothers me, Madam Speaker, about this whole thing is...well, first I want to mention that it looks to me...so you have $3 million worth of riverbank stabilization that must happen, Madam Speaker. I totally agree, must happen. Then you have $4.6 million, Madam Speaker, which is the Class 2 Estimate of what the construction costs were going to be related to the lookout directly and the modifications of the street and the sidewalks and so on and so forth, Madam Speaker. Of that 4.6, if you look at...who is paying for this? Councillor Vandal, who is now an MP, what are we getting from the Feds, Madam Speaker, on this? Half a million dollars, you know what that represents of the $4.6 million for this look out? Birth place…Louis Riel and so on and so forth, Canada 150, that's what, you know, this whole project is about, a lot of it, right? What do we get? We get half a million dollars and then we get a million, thank you, from the Winnipeg Foundation but if you look at how much the Feds are in for that 4.6 million that's like 10 percent of the project. We, the City, are paying for this thing and this is federal heritage area, Madam Speaker. Right across the river is the Forks, it's a shared cost between…it was a shared Federal Province and City. North Portage Forks Corporation is a three-party entity, Madam Speaker. Where...like for the life of me…then okay, so there is a problem and we need to build this, so we've taken on the commitment in the capital budget and we're going along, Madam Speaker, now 1.5 million of the 4, that's about 33 percent that's not coming from the City, so 66 percent of the lookout is being covered off and I am not talking about the overheads and everything else that are associated with, Madam Speaker. There is also a contingency of 1.2, hopefully it comes in under but it could come in over, Madam Speaker. But for the life of me, you know, where…it's amazing that we can find money when there is a project related to people who I would say are in the loop, Madam Speaker. I had a problem trying to find money for a spray pad in McCrae Park, Madam Speaker, and the administration didn't go out and find all kinds of money to make sure that we could build an appropriate water feature for a neighbourhood that needed it. I had to go out and find...and I know Councillor Allard has found local money that he is using from Parks and stuff to contribute to help meet the costs of this thing, I understand that, but there are…there is money coming from the Disraeli expenditure, whatever, recovery fund, the unspecified infrastructure capital fund. When I was trying to get this done and I know that Councillor Wyatt got value managed at a water park that was great, but it had a problem with indoor, nobody went out and found extra money, Madam Speaker, for that project which was in the capital budget. Council voted for and supported it, Madam Speaker. So, really for me, I just...it's disappointing to me that the Feds aren't in for way more money on this and it's also disappointing to me that when we have projects like this, which are nice to have, Madam Speaker, nice to have projects, nice to have, that we can go out and find it. And it was nice to have a spray pad, yeah. There was a wading pool at McCrae Park. But the point, Madam Speaker, just for me, I'm so disappointed in how the City works from the political side and the administrative side. Depending on who is behind the project, Madam Speaker, that's how you find money. It's very disappointing for me. But I appreciate this project. I did support Councillor Allard in moving this ahead and I will continue to support the project. It is going to be fully accessible which is a very big concern for, you know, 10 to 15 percent of the population of Winnipeg. So at least we'll be able to visit there. I won't be able to look out, but at least I'll be able to get onto it, that's a good thing, Madam Speaker. Anyway, again, I will be voting for it but I am really disappointed in how this stuff all rolls out, Madam Speaker.

**Madam Speaker:** Thank you, Councillor Eadie, Councillor Schreyer.

***Translation of French Spoken:***

**Councillor Schreyer:** Thank you Madam Speaker. I believe in this case, I would like to say a few words in French. So, I believe in all of Councillor Dobson's reasons for concerns with this project. His concerns with how this will relate to potholes, for example, like we just had the conversation about the official financial documentation for the road repairs, specifically for the potholes budget. For example, I don't know how to say potholes, sorry. What? Nids de poule? Thank

you very much. His concerns are relevant and I share in his concerns. I need to also say that his concerns concern all of Council here with the prioritization of the budget, where this is surprising. All of a sudden, we are finding money for projects. This is a good question, it's a legitimate concern. But I also need to say that it's a question of priority for each councillor, for every member of this Council. But, I appreciate that Councillor Allard just mentioned, I think for the first time in this Council term, the question of construction inflation. So, I need to say, congratulations to Councillor Allard. So, he mentioned it while it applies, but in this instance, we need to say that we are only talking about a few million dollars, $10 million, but it costs a lot, it's money here, we can't discuss that. So, we have to always remain up-to-date on these affairs, on these statistics, on these evolutions of inflation and how this applies to all of our budgets here during our term, year to year…year by year. And in this case, it's a question of priority how we design the city, how we see the image of the city. And I have to say…I have to admit, that I have always considered the bank…the east bank of the river, in this case, along Tache, that, to me, I need to say that this is part of the downtown. It is part of the image of downtown, of the united history of our city and the downtown and that it should be implicated…included in the budget for the bettering of our downtown. So, from the beginning of this term, it's been three years, I have always been in support with this project, for maybe three years, maybe two years, that I have officially been in support. I have supported this project when Mr. Allard started with the idea, so for me, I am consistent in my position, but I have to admit, at the same time, we always have to consider the points of view mentioned by the other councillors, but in this case, I believe that, well, while we are also considering, Madam Speaker, when we are talking about the riverbank stabilization, well, it's a good question. We always need to be, well, what is the word? What is even the word in English? Vigilant…vigilant, would we say that? So, because of that, I have to say that if we're going to prioritize these sorts of projects because of concerns like the riverbanks, I have to say that yes, this is a good thing because of this. But I have to say, at the same time, Madam Speaker, just say ten kilometres, maybe a little more, north of this point here, there is, I believe, the point where we have the most destabilized riverbank. It's at the point just in the corner where the river turns just before the Louise Bridge. There, the earth sinks a foot a year. So, I support the project that was initiated, I believe it was more or less initiated by Mr. Allard or at least he was part of the team that initiated it, but I have to say that if we are going to prioritize this project and a factor would be because of the question of stabilization of the river, we should not lose the more general point of view of the priorities of the river and admit that the river just by the Louise Bridge is probably, at this point, the point where the city of Winnipeg loses the most earth per year, each year, than any other region of the city. With that, I give my support to this project. Thank you very much Madam Speaker.

**Madam Speaker:** Thank you, Councillor Schreyer. Councillor Mayes, you have the floor...Councillor Lukes.

**Councillor Lukes:** Thank you, Madam Speaker. I supported this project in the 2017 budget. I have been familiar with this project for many years, actually. We have had a lot of riverbank stabilization work done in St. Norbert and I'm not saying I was right in the thick of it, but we've had a lot of it done in the south end. I know that this section requires the riverbank stabilization. There is a lot of slippage that's occurring. It's not safe. It's not accessible...I mean, it's safe to a level that it's safe, but it could be a lot safer. It's not accessible. I think that it is a very important project for our downtown, beside the hospital, and I do have to agree with Councillor Eadie in that the whole process, how this has evolved, this project has evolved, and I do…I have also spoken with Councillor Allard on it. I think there's a lot of ways it could have been positioned and brought forward better so people could understand that this is primarily a riverbank project. I greatly sympathize with the Winnipeg Foundation having to deal with the City and the nonsense that they've had to go through on this project. You know, they've offered up the money. It's not necessarily a reason to do the entire project, that wasn't really the catalyst to do it. The riverbank stabilization was the catalyst, but it is frustrating from a funder's standpoint to not know what's going on with a million dollars so I do sympathize with them. I do hope that they'll consider the City on other projects going forward but from the standpoint of the project in itself, the scope did increase. When you've got the equipment in there, you know, having watched what happened to many different riverbank rehabilitation projects in the south end, when you are in there, you might as well be in there and do it all. So it's…it was a scope increase. I understand that. I want to thank the administration for coming and sitting down with all their detailed designs and I rounded up some councillors that weren't…that aren't on the Executive Policy Committee, we sat, we went through the designs with the staff. You know, again, it's...to Councillor Eadie's point, it's incomprehensible why none of this information came forward at the Public Works Committee meeting, but you know, for whatever reason it didn't. I'm going to be supporting this project. It's a very good project and it will be very positive for the city as a whole.

**Madam Speaker:** Thank you, Councillor Lukes. Any further speakers? Councillor Mayes.

***Translation of French Spoken:***

**Councillor Mayes:** In French…I would like to thank Councillor Allard, the Mayor and also MP Vandal for the work on this project. It's an important project for the infrastructure of the St. Boniface Ward but also for the city of Winnipeg and its downtown. Also, it's an important project for the riverbank stabilization. It's a problem for the city of Winnipeg, the Red River, so it's important to do the work and to start the work now. Also, it's a bit of an artistic project for the tourism with the lookout. It's an important part for the lookout…the lookout is important for the tourists and also the citizens…for the

residents. So it's important for many reasons. For me, it's an important project for the riverbank stabilization, especially on the subject of infrastructure. So I would like to thank both Councillor Allard and MP Vandal. Thank you.

**Madam Speaker:** Thank you, Councillor Mayes. Mr. Mayor.

**Mayor Bowman:** Thank you, Madam Speaker. I want to thank my Council colleagues for their comments on this today, notably our Acting Deputy Mayor, Councillor Allard. He has been a true champion for this project which, not only will benefit the citizens of the ward which he represents, but I believe the city as a whole. The reason I supported this project from last year's budget when it was a Class 4 was for a number of reasons. There is obviously the riverbank stabilization which is, I think, the main reason why many of us are in fact supporting this, but also the fact that we are able to tap into third-party monies, notably, money from the Federal Government as well as from the Winnipeg Foundation, as has been noted by many of my Council colleagues. I also note, on World Tourism Day, which is today, that this council has the opportunity to continue to support the development of this project which will be certainly an added tourism asset to leverage the investments that this community has already made to date on the Riel Esplanade Bridge as well as the Canadian Museum for Human Rights in addition to just the incredibly positive things that are happening at the Forks. Certainly, the Forks...you know, I met yesterday with Paul Jordan from the Forks, he and his team are doing just wonderful work and certainly this project will help compliment some of their efforts to date to continue to draw tourists as well as folks from Winnipeg down to the Forks so that we can gather as a community not just on Canada Day but throughout the year in all four seasons. And so, I'm certainly supportive of this project and will be supporting it. Thank you.

**Madam Speaker:** Thank you, Mr. Mayor. Councillor Morantz, do you wish to close?

**Councillor Morantz:** Thank you, Madam Speaker. I think all of the comments are well put and I think we should just proceed to a vote.

**Madam Speaker:** Thank you. All in favour? Call for a recorded vote. All in favour, please rise.

**A RECORDED VOTE** was taken the result being as follows:

**Yeas**

His Worship Mayor Bowman, Councillors Allard, Eadie, Gerbasi, Gillingham, Gilroy, Lukes, Mayes, Morantz, Orlikow, Pagtakhan and Schreyer

**Madam Speaker:** Those opposed, please rise.

**Nays**

Councillors Browaty, Dobson, Wyatt and Madam Speaker Councillor Sharma

**City Clerk:** The vote Madam Speaker, Yeas 12, Nays 4.

**Madam Speaker:** Item 7 carries. Okay. We will now entertain Question Period for our chair of Infrastructure Renewal and Public Works. Any questions for Councillor Morantz? Councillor Wyatt.

## STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS QUESTION PERIOD

**Councillor Wyatt:** Yes, in light of the fact that we're now in the fall. We got a lot of tenders out late this year. Work is literally still under way, trying to finish up the capital work program. Is it possible we could get a first call going ASAP on the works, as much work as possible for next year?

**Madam Speaker:** Councillor Morantz.

**Councillor Morantz:** I want to thank my colleague from Transcona for the question and I will take that under advisement. Thank you.

**Madam Speaker:** Any further questions of our chair? Okay, seeing none, we'll move on to the Standing Policy Committee on Finance. Councillor Gillingham on the report dated September 15th.

**REPORT OF THE**
**STANDING POLICY COMMITTEE ON FINANCE**
**DATED SEPTEMBER 15, 2017**

**Councillor Gillingham:** Thank you, Madam Speaker. I would like to introduce the report and move adoption of Consent Agenda Item No. 1.

**Madam Speaker:** Mr. Clerk, one.

**Item 1 – Over-Expenditure Authorization for the Transit Department's 2017 Operating Budget**

**Madam Speaker:** Councillor Gillingham, do you wish to introduce the item?

**Councillor Gillingham:** I will wait to hear from my colleagues. Thank you.

**Madam Speaker:** Councillor Wyatt.

**Councillor Wyatt:** Yes, I stand the report down, Madam Speaker, because of the fact that there are some very important information for the first time I think, before this council in writing in the form of a report. And so I think it's important to note it. On page five of the report, it speaks of the provincial operating grant which before we had heard reports in the press and in the media, we now…and we've heard it spoken about on the floor, but this is the first time we've actually seen something in writing in terms of the decision by the Provincial Government to decide to cease its policy that existed before of the 50/50 funding partnership for Transit, for the operating costs of Winnipeg Transit. Madam Speaker, this was something…this is a huge development and not a positive one. I understand the Province's financial situation and I understand their challenges but with all due respect Madam Speaker, we as a Council have worked diligently and past councils, to always have balanced budgets and we've always presented balanced budgets and we always have a balanced budget and at the same time of having these balanced budgets, we've actually been increasing our capital program to try to fix the crumbling infrastructure of this city. You know, and I understand the Province is trying to balance their budget now, but they shouldn't be balancing it on the backs of the ratepayers of Winnipeg and they shouldn't be balancing it because they're only trying to make a promise to cut the one percent of the sales tax. But I think if you were to add up all the things that they've been cutting lately, whether it be personal care home bed construction, delaying it or permanently cutting it or whether it be funding wellness and health access centres or whether it be the decision to close down emergency rooms, this is one of those decisions that I think I put into that list now, Madam Speaker. And those were...there were many on Council who in the past said, you know, there goes…there goes Wyatt and he's making another speech against the Province. There goes Wyatt, he's hammering Selinger, he's hammering Doer, and there we go, anti-NDP. I want to make it known, Madam Speaker, I am an independent councillor and I speak as an independent councillor elected by the people of Transcona and I will call a spade a spade. And I am calling a spade a spade and I will give credit where credit is due but I also will criticize the Provincial Government where they make a significant change in their public policy. And I am glad to hear the people clapping who before used to boo me when I used to criticize the previous Provincial Government. So I'm glad there is a bit of a change but that's good and I get that but I just want to say, that I know there's members of this council who work extremely hard to lobby the previous government or governments I guess because there was more than one premier of the same political strife, to secure the 50/50 Transit funding program and I just want to recognize Councillor Jenny Gerbasi who I know behind the scenes did huge work to get this program established, huge work. And it was nothing minor when we secured that funding, to get 50/50 funding on operating. Now, if it's a question of recognition, if it's a question of recognizing the Province…you know, you get on a bus and behind the bus driver, there is the bison, you know, the buffalo…you know, this bus partially funded by the Province of Manitoba. You know, I mean, if the bison's not big enough, we have got to make the buffalo big enough…bigger for the Province, I'm fine with that. You know, if we've got to give them more recognition…if we've got to give so many buses and we've got to put…allow Premier Pallister to put his face on the back of the bus, you know how you get those big ads? I am fine with that. I don't care what kind of recognition we give the Provincial Government or how many busses they've got to take credit for and advertise themselves. I'm fine with that, but fund our transit system 50/50. The transit system of Winnipeg is the movement. Let's understand what it's doing actually. The vast majority...it's crucial to the economy of our city. You talk to any major industry in this city, which by the way, we have the largest bus manufacturer in North America here in Winnipeg. Thank heaven, New Flyer, with their corporate headquarters here in Winnipeg, they will tell you…industry after industry will tell you, the transit system is absolutely crucial for their workers and for productivity. They rely on it, they need it, and quite often, in some of these

newer areas where businesses open up and everything and the transit system's not there right away, we hear from them as individual councillors. You know, I have gotten calls from small business people; are you getting a transit route soon because my employees can't get to work? And you know…and it's so important to the productivity of our economy and I think that's amiss. I think there's…I think we are still living back in the...there's still some over there at Broadway, maybe, who still think like in the 60s or 70s and we're still having that debate about transit good or transit bad or whatever. Really, that's an old debate, like, that's gone now. The reality is, we need a strong and healthy public transit system and the support of Broadway to support funding this is absolutely crucial. And this council has to stand up and say back to the premier, you can't do this. I'm sorry, this is one you are not going to do because as pointed out in the report it's $8.146 million in lost revenue as of now. This is not what we see going forward, Madam Speaker. Going forward, the next line, the budgetary shortfall resulting from the change to the provincial operating grant for Transit will persist in future years. That's a nice way of saying, basically that it's going to grow and the gap is going to get larger because the operating cost, they're freezing it to now, to this level, the operating cost, as we know, it doesn't stay still. You know, the cost of Transit operations go either by the rate of inflation, actually higher than the rate of inflation, why, because we have been slowly increasing the fleet. Why have we been increasing the fleet? Because the city has been growing and there's more Winnipeggers now than ever before. I get e-mails from constituents who complain about the lack of frequency of buses when they had more frequent buses before. Why are we doing that? Because we're having so much growth we are trying to manage it across the city the best we can with the fleet and the size we have today. Madam Speaker, for all intents and purposes this was a cut that is unacceptable from the Province. With all due respect to the premier and to his learned colleagues and his cabinet, they have to put this one back on the table because it will be his constituents in all the seats that they occupy here inside Winnipeg that I'm going to be telling constituents who call, why isn't there more frequent buses? Call your MLA who's just decided to cut the transit system of the City of Winnipeg. Call your MLA. So, Madam Speaker, those are my comments. I hope this is…I implore the Mayor and encourage the Mayor to take this up with the premier and to push and to lobby hard that this get…this must be restored. I would welcome a motion calling on the Province to do that if that's the will of the Mayor, whatever it takes, because this can't continue. I get it, okay, you know, they are having a little bit of trouble, they are trying to balance their budget, I get that. You know, we've all been there. I was Chair of Finance, I know what they are talking about. But you know what Madam Speaker, we're also seeing other announcements they're making, it's not as if they are broke. They do have money. They are announcing for their own…for the projects that they want. They don't see this as a priority. Well, I can tell you right now Madam Speaker, that for thousands of constituents across this city and in every provincial constituency that they occupy, this is a priority. This is a priority to them because there's many families out there who can't afford to have two of the bread winners…both bread winners going to work in a car and there are many out there who take the bus and one takes the car and that's just the reality that we live in today, Madam Speaker. I implore Premier Pallister, restore this grant. If you need more credit, if you want more credit on our transit system, if you want more of those bus benches, you know with your MLA's faces on them, I'm sure we can arrange for it, maybe we could even give them a discount. But I implore you, Mr. Pallister, restore this funding and restore it ASAP. Thank you very much, Madam Speaker.

**Madam Speaker:** Thank you, Councillor Wyatt. Next is Councillor Eadie.

**Councillor Eadie:** Thank you, Madam Speaker. I rise to raise similar concerns as my fellow councillor across the ring here…or chamber circle, Madam Speaker. It is a circle in that when issues come up Madam Speaker, that our…at the interest of the citizens of Winnipeg, which we were all elected to represent, basically, none of us are a party system although we're members of parties, Madam Speaker. I want to be clear that in the previous council, I was heard to loudly complain to an NDP government that they were doing things wrong and not allowing the City itself to have a 1 % retail sales tax in order for us to deal, ourselves, with our infrastructure problem, Madam Speaker. And that money would have been dedicated specifically for infrastructure. It doesn't go into some big vacuum, who knows if they're spending it on that or not, Madam Speaker. But Madam Speaker, I digress a bit because this is the issue of transit. And you know, it took...and I'm going to give you all a history lesson because I have been down here advocating for things related to transit for a very long time. As a matter of fact, the first time I ever appeared to speak in this chamber, Madam Speaker, was to speak on the issue of Handi-Transit and the need for an appropriate accessible service equivalent to the regular bus service which actually improved over time as well Madam Speaker, because the Province was part of helping us do that but we committed to do certain things but a little history. The first 50/50 agreement with the Province of Manitoba was near the end of Mr. Filmon's premiership and we finally negotiated a 50/50 agreement on the cost of delivering the Handi-Transit service. The Province finally recognized that we needed to give a hand up to people who have no real other options to get around this city and try to find a job or do whatever they have to do to be viable, to be a citizen of Winnipeg, a participating person. And so that was the first 50/50 and then yes, we managed. It was hard work negotiated with an NDP Government for that 50/50 for all of transit, Madam Speaker. What we need to understand here and the citizens of Winnipeg need to understand here, while at the same time they keep talking about working for persons with disabilities, this provincial government, Conservative Provincial Government, what they have effectively done is made it very difficult for us to be able to afford to deliver that Handi-Transit service because their cut of the 50/50 agreement is affecting Handi-Transit now, is affecting it. And so now, a trip that costs more, the Province isn't even sharing in what is their responsibility, Madam Speaker. Yes, it's our responsibility to provide an accessible mass

transportation system and to meet persons with disabilities needs, but you know, it is the responsibility of people's livelihoods, persons with disabilities, it is a provincial responsibility, it's actually constitutional responsibility, the social well-being of persons with disabilities, Madam Speaker. And this is what they have done. They are heartless. This is essential. This is how people get to work. My sister is poor. She can only get to work...she's making $12 an hour. She can only get to work on the bus. Without the Province sharing this, it has detrimental economic effects. Yes, mass transportation is good for the environment but not only that, it's important for those people who are working for the kind of wages that they can't afford to operate a motor vehicle, Madam Speaker. And what they're effectively doing is, they're forcing us to raise costs because we do have to balance our budget, Madam Speaker. And I appreciate what Councillor Wyatt is saying, we have been managing. I disagree a lot but you know, the reality is we're having to make decisions. We are making service cut decisions because we have to balance our budget. The Province doesn't have to balance their budget although they should be frugal on how they spend money so they don't end up with big deficits. The point is we have been managing as a city for the Premier of Manitoba, the current one, to try to tell us that we need to manage our stuff efficiently and effectively, Madam Speaker, is a big insult, insult. Let him put his face on the buses, I say. Put a little blurb there. He can explain, well, what's the oxymoron that you are just spewing out to the media, Madam Speaker. Pardon me for using a little bit worse language. Pardon me I take that back. But I just wanted to say, this is having an effect. Our chair of Finance is having great difficulty in trying to make things work for the city. I can appreciate that because we have a certain reality that we live with and the Province isn't realizing that we live with that reality. Bus service is an essential service, essential to the good operation of a city, its economic viability as Councillor Wyatt across the way has said. Thank you, Madam Speaker.

**Madam Speaker:** Thank you, Councillor Eadie. Any further speakers? Mr. Mayor.

**Mayor Bowman:** Thank you, Madam Speaker. Firstly, I want to thank members of our public service from Finance in particular as well as each of the committee members from Finance for their work. This is a…this is a difficult matter because we are required under provincial legislation to balance our books and we do balance our books. It's something I am very proud of. Let's also be fair, the Province inherited a financial mess, one which I certainly applaud efforts to bring their budget back into balance. That being said, of course, we found out mid-year that the Province was unilaterally ending the agreement and cutting their funding and support for Winnipeg Transit and this is the direct implications as a result of that decision that was made on Broadway. We are making difficult decisions to ensure that our budget remains in balance. Councillor Wyatt is absolutely correct in saying that on a go forward basis, there will be continued difficulties to operate our Transit service in the way that we had planned earlier this year. And we are also working as best we can to get clarity from the Provincial Government on what kind of long term stable predictable funding does this council have to build into our future budgets. We are required to build out capital budgets many years in advance as required by the Province, yet we still don't have clarity from the Province on what funding levels this council can expect for the purposes of future budgets. The Fair Share Fair Say Campaign was one that I certainly put a lot of resources into. This was an AMM campaign that I was very proud to support and I want to thank my colleagues and peers from other municipalities across Manitoba that worked on that campaign. The Fair Say effort has been realized in receiving a commitment from the Provincial Government but getting clarity on how that's going to be operationalized is one that we still remain waiting for definitive answers. This year's budget, we have been able to, due to the efforts of many people including notably our public service, we have been able to get clarity on the amount that this…this municipal government can expect for our operating budget. We still don't have absolute clarity on this year's capital budget. And of course, I remind everybody it's September and so that clarity is needed as soon as possible. Obviously, the cut to Transit is having an impact on our operations and there is some very difficult work that is allowing us to maintain services for the balance of this year as a result of this report and that's why I would urge all members to support it. I would also, you know, urge all members of this council to leverage all their contacts with all members of the legislature regardless of party, to talk about the need for long term, stable, predictable funding for Winnipeg Transit and for municipalities across Manitoba including the City of Winnipeg. Thank you, Madam Speaker.

**Madam Speaker:** Thank you Mr. Mayor. Councillor Gillingham to close.

**Councillor Gillingham:** Thank you, Madam Speaker. The Mayor has articulated it so well and I appreciate the comments from my council colleagues as well who have raised some of the concerns that certainly I share and I know that at our Finance meetings on a monthly basis, we do ask the administration to report regularly on the status of discussions with the Province around stable, predictable funding. When we come to this topic, Transit topic specifically, the fact that the Province has abandoned the 50/50 ride sharing agreement…the cost sharing agreement that was there. We've asked the question, what is the new...we've asked our public service, what is the discussion around a new agreement and has that discussion occurred? The discussions that we are being told are ongoing. I've stated publicly that we certainly are, you know, well into the development of the 2018 budget and as the Mayor just pointed out, we know what the Province's commitment to the City is on the 2017 operating budget, we don't have clarity yet on the 2017 capital budget, we keep pressing for that. But as I've said a moment ago, we are well into the development of the 2018 budget. We really do need clarity from the Province as far as their funding levels to the City of Winnipeg as we develop

our 2018 budgets and beyond. And so those discussions I know are ongoing. I know that the Mayor is committed to those discussions and I know that our public service, respectively, are having those discussions with the Province as well. I do want to commend Transit. The report before us is a difficult report, but I do want to commend them because what the department has done is made every effort to adjust to the reality of funding this year and also to adjust to the reality that ridership is down. The report indicates that ridership is down not just in Winnipeg, but that's a trend right now that's happening across North America. So ridership is down, therefore fair revenue is down and so you...the department is doing all it can to adjust in this year in order to maintain service levels in 2017 and that has been important. But I do want to draw our attention to, I believe it's page one of…page…pardon me, page three of the report just to highlight this reality that was already spoken of and highlighted at our Finance meeting and I've said publicly as well is that as we look into the future, as we look into 2018, frankly something has to give. And so, there will be discussion in Transit's budget, no doubt, and I'm expecting there will be discussion in our budget deliberations regarding Transit where we may be looking at changes in service levels and perhaps increases in fares beyond the five cents. For Transit to continue on its path and its service goals, we need to really look at that if the funding levels are going to stay the same from the Province. If there is going to be, in essence, a cut to what we have expected, then there'll need to be adjustments and that will have to be accomplished both through reduction in expenses in some manner and an increase in revenues correspondingly to continue on a path into the future for Transit. So those will be difficult discussions, we realize that. But the department has put it right here in the report. It's clear we should expect that and with that being said though, I would call for the question on this report.

**Madam Speaker:** Thank you, Councillor Gillingham. I will call the question on Item 1. All in favour? Contrary? Carried. We'll now have Question Period for the Chair. Any questions for Councillor Gillingham? Okay, seeing none, of course, Councillor Wyatt.

## STANDING POLICY COMMITTEE ON FINANCE
## QUESTION PERIOD

**Councillor Wyatt:** Could the Chair give us any indication on the timing of the budgets, operating and capital?

**Councillor Gillingham:** Thank you, through you Madam Speaker to the Councillor for his question. The effort, the goal is to have the budgets, the preliminary budget out before the end of the year and frankly to pass our budgets before the end of 2017. That's our goal as well, so we're in that…we're in process of the budget…budget development right now and as more dates, as we get closer to firming up some dates for the preliminary budget, we'll certainly make those known. I have said to my…I appreciate my council colleagues. I've met with all but, I think, one on the budget so far, and I appreciate the initial discussions we've had, and so I've been reaching out, Madam Speaker, to I think we have reached out already, to my council colleagues again. I'm looking for another, kind of, round of discussions and I appreciate everyone's input, so that will be coming in the next few weeks. You should be getting a meeting invitation from my office to sit and discuss the budget.

**Madam Speaker:** Thank you. Councillor Wyatt.

**Councillor Wyatt:** One of the methods that was involved in 2014, which was also a budget election year, much like this one coming up is a budget election year, although that should not make a difference, but nevertheless it tends to…was to…the Chair of Finance at that time made a point in meeting with all members of Council including the non-EPC members of Council to ask them what are the issues or challenges they see in their ward that they need to get funding…not to…

**Madam Speaker:** Your question, Councillor Wyatt.

**Councillor Wyatt:** Not to horse trade for a vote but just to do what is right rather than what is political, so is that something that is being contemplated at this point in time?

**Madam Speaker:** Councillor Gillingham.

**Councillor Gillingham:** Madam Speaker I thank the member of Council for his question. Certainly as I meet with members again as I've just indicated, the invitation will go out to all members of Council for another meeting with me and I welcome any input from any council member on what they believe is priority or important to the City and certainly open to hearing what is priority, critical to their wards as well.

**Madam Speaker:** Thank you. Any further questions for the Chair? Seeing none, Councillor Morantz, will you move adjournment? All in favour? Contrary? Carried. Roll call, Mr. Clerk.

**ROLL CALL**

**Clerk:** Madam Speaker Councillor Sharma, His Worship Mayor Bowman, Councillors Allard, Browaty, Eadie, Gerbasi, Gillingham, Gilroy, Lukes, Mayes, Morantz, Orlikow, Pagtakhan, Schreyer and Wyatt.

**Council adjourned at 3:08 p.m.**